Norfolk & Western signalmen go to school in Roanoke.

MARCH 1980

The SIGNALMAN'S Journal

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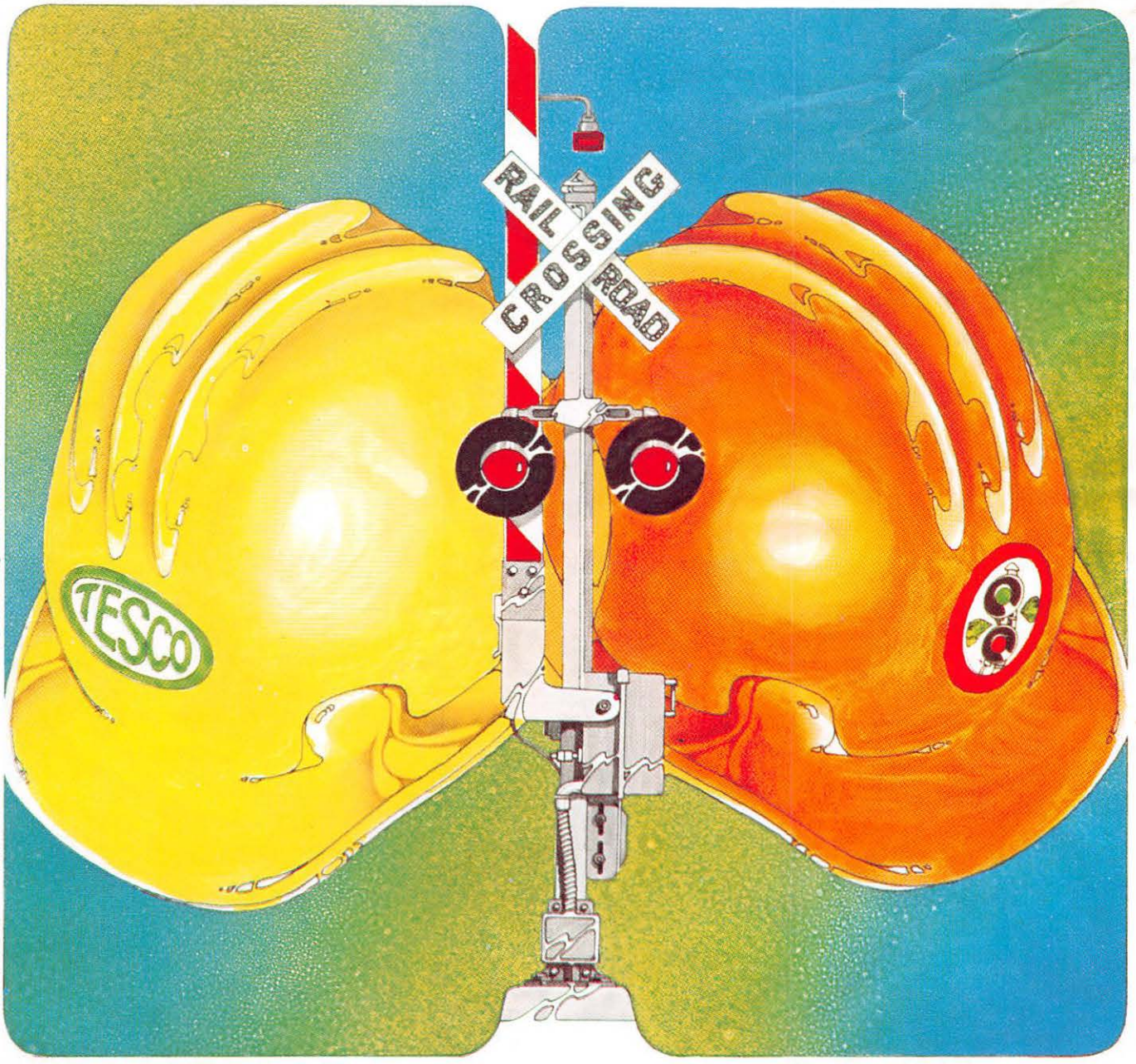

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Cover: Brother D. A. Lewis (center) gets voltage reading on gate mechanism at Norfolk & Western signal training school in Roanoke, VA. Watching are V. Joseph Sartini (right) general chairman, and Phillip D. Miller, assistant engineer, signal & communications instructor. Brother Lewis is a member of Goodwin Lodge 77.

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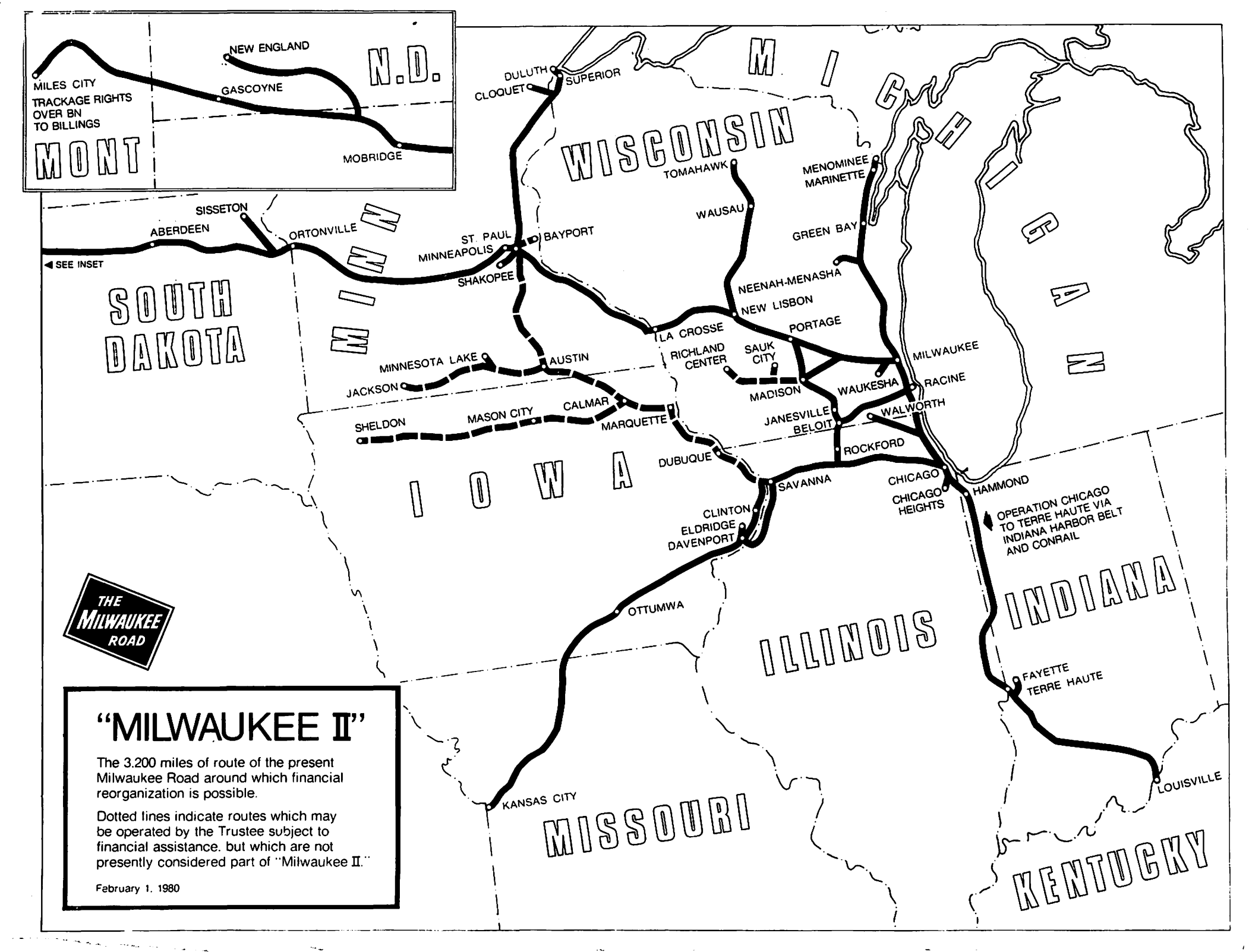


"MILWAUKEE II"

The 3,200 miles of route of the present Milwaukee Road around which financial reorganization is possible.

Dotted lines indicate routes which may be operated by the Trustee subject to financial assistance, but which are not presently considered part of "Milwaukee II."

February 1, 1980

News

Milwaukee II is now in operation

There is still much happening in the Milwaukee Road and Rock Island situations. But as this issue of *The Signalman's Journal* goes on press, Milwaukee Road's streamlined railroad is in operation. Also, the Interstate Commerce Commission has ordered other railroads to operate over some Milwaukee lines in Wisconsin to provide service to shippers.

On March 10, Burlington Northern and Milwaukee Road officials announced agreement in which BN will acquire 300-350 route-miles of Milwaukee lines in Washington, Idaho and Montana, including 5,335 acres of land.

BN will offer jobs to 75 employees of the MILW presently working on the line segments which BN will acquire. Also, BN will assume employee-protection responsibility for those employees under an agreement reached March 4 between a number of railroads and railway labor organizations.

The U.S. Railroad Retirement Board is issuing letters notifying railroad officials of the special hiring rights provided by Congress to displaced Milwaukee Road employees.

Under the Milwaukee Railroad Restructuring Act, special consideration is to be extended to railroad job applicants who were Milwaukee Road employees on September 30, 1979, and are separated or furloughed by the Milwaukee Road before April 1981 because of a reduction in service. By law, these personnel have "first right of hire" for certain vacancies with all railroads subject to Interstate Commerce Commission regulation.

Congress enacted this provision with assurances from railroad management representativs that many railroads are prepared to offer jobs to qualified Milwaukee Road employees as jobs become available.

The special hiring rights provision does not, however, apply to vacancies covered by certain affirmative action plans or vacancies for which a railroad is recalling its own furloughed employees. Neither will it apply if the applicant was separated for cause or is found to be less qualified than others.

Trustee Richard B. Ogilvie of the Milwaukee Road in its bankruptcy reorganization filed with the Interstate Commerce Commission in Washington comments on his preliminary plan of reorganization for the Milwaukee.

The revised plan contemplates a reorganization proceeding which would extend through 1984 and assumes that the reorganization plan would be consummated on December 31, 1984.

Highlight of the revised plan is a proposal that during 1980 the Trustee tender cash for the railroad's prereorganization secured mortgage debt, using a federal guaranteed loan which would later be repaid out of the earnings of Milwaukee Land Company, a profitable timber-producing and land-development subsidiary of the railroad, and with the proceeds of sales of railroad property. A successful tender offer would extinguish high-priority claims against the estate, simplifying both the reorganization process and the railroad's ability to acquire the use of available federal financial assistance, Ogilvie indicated.

If the ICC and the reorganization court approve, by July 1, 1980, Ogilvie would offer $650 in cash per $1,000 principal amount of the railroad's First Mortgage Bonds; $455 per $1,000 principal amount of the so-called "Terre Haute" mortgage bond issues; and $520 per $1,000 principal amount of the railroad's General Mortgage Bonds. Accrued interest on Bonds tendered would not be paid. Complete acceptance of the tender offer would require $68.8 million. The Trustee would issue Trustee's Certificates for this amount under Section 511 of the Railroad Revitalization and Regulatory Reform Act, which provides for federal loan guarantees. The loan would be repaid with interest prior to the consummation date of the reorganization plan. The tender offer in 1980 is contingent on the receipt of the financing from the FRA and the resolution of certain tax questions.

An alternative tender offer is proposed for 1981 if federal financing is not available for the 1980 offer. This proposal also is subject to court and ICC approval and tax considerations.

In the financial reorganization as proposed by Ogilvie today, holders of the railroad's existing 5% Income Debentures would receive a minimum of $351 stated value of the new Common Stock of the railroad per $1,000 principal amount of the Debentures. If the tender offer for the secured Mortgage Bonds is 90% successful, the Debenture holders would receive $740 per $1,000 principal amount.

The revised plan contemplates no payment of the claims of existing preferred and common shareholders.

The plan sets up various series of Secured Notes as well as Redeemable Preference Shares and Common Stock. In combination with cash in specified amounts, the Secured Notes would be used to pay certain of the claims against the estate. The Redeemable Preference Shares would be issued to the federal government in exchange for Trustee's Certificates which have been or will be issued for track-rehabilitation assistance.

The Common Stock would be issued as partial payment of other claims, including those of employees.

If neither tender offer is approved, the plan provides for the settlement of the claims of the Mortgage Bondholders through various combinations and amounts of Secured Notes and Common Stock.

In his revisions to the reorganization plan, Ogilvie also proposes to offer Common Stock in the reorganized company to employees in lieu of back pay and vacation pay due them, at the rate of $150 stated value of Stock for each $100 of claim an employee waives. He indicates also that he is developing proposals for the issuance of additional Stock to employees in return for productivity increases. For tax reasons, employee Stock ownership would have to be limited to less than 20% of the railroad's common equity at the beginning of the reorganized company's existence.

Ogilvie's comments indicate that the forecasts of revenues for the restructured railroad which would emerge from reorganization were stated conservatively in the August plan. He now estimates these additional business levels for the first year of operation above those which were forecast in the original reorganization plan: 14% greater revenues in total; 10% greater carloadings; 4% greater revenue yield per carload.

Also, Ogilvie indicates, it's likely that he will be able to sell to others for continued service significantly more than the 1,660 miles of railroad which he had identified in the August plan. Proceeds from line sales will probably exceed $114 million in current dollars, Ogilvie says.

The revisions to the reorganization plan make only minor modifications in the physical configuration of "Milwaukee II," the surviving railroad. Dropped from the "Milwaukee II" map is the line between Green Bay, Wisconsin, and Ontonagon, Michigan, since it's expected that by consummation date that line will have been sold. Negotiations with several railroads are under way over line segments which the Milwaukee cannot continue in the reorganized railroad.

"Milwaukee II" would be a 3,200-mile rail system connecting Chicago principally with Milwaukee, Minneapolis-St. Paul and Duluth; with Louisville; with Kansas City; and with Green Bay, Wisconsin, and the upper Wisconsin River Valley. It would have a line important to coal users extending from the Twin Cities to Miles City, Montana. There would be several other important secondary and feeder lines in the railroad's nine-state territory. If sufficient financial assistance is provided by the affected states or others, "Milwaukee II" might also be able to continue operations on its lines in the grain-producing regions of southern Minnesota and northern Iowa.

June conference to wage war on crossing accidents

Accidents at rail-highway crossings in the U.S. in 1978 totaled 12,435, up 1% from the previous year. According to the Federal Railroad Administration, 1,021 people were killed in these accidents in 1978, an 8% increase over the 1977.

How to improve safety at these crossings will be discussed at the 1980 National Rail-Highway Crossing Safety Conference to be held June 17-19 at the Hyatt-Regency Hotel in Knoxville, TN.

Supporting the theme of "Present Programs and Future Directions" will be experts from national, state and local levels including legislators, government officials, law enforcement officers, educators, union officials, railroad company executives and the railroad supply industry officials.

Six sessions of the Conference will focus on: (1) national views of crossing safety; (2) administrative and legal concerns; (3) coordinated planning and project scheduling; (4) community relations; (5) driver considerations; and (6) present programs and future directions.

In addition, four workshop sessions will deal with the U.S. Department of Transportation handbooks, Operation Lifesaver programs, hazard predictions at crossings, and legal/liability concerns.

Among the sponsoring organizations are the Federal Railroad Administration, the Federal Highway Administration, The Association of American Railroads, the Railway Progress Institute, the National Safety Council, the Transportation Research Board, and the Transportation Center of the University of Tennessee.

Registration cost of the 3-day conference will be $60. More details will be published later.

Union & Missouri Pacifics to merge; may include WP

A definite merger agreement approved by the boards of directors of Union Pacific Corp. and Missouri Pacific Corp. has been signed by chairmen of UP and MP.

The merger proposal is subject to approvals by the Interstate Commerce Commission and by the stockholders of both corporations. Preliminary proxy materials have been filed with the Securities & Exchange Commission.

Included in the merger, of course, are the two railroad companies. Also, Union Pacific Corp. has offered to buy all the stock of the Western Pacific Railroad. This purchase and control of WP by UP would require the approval of the ICC.

Amtrak plans to upgrade Connecticut river line

Over the next six years Amtrak is planning to completely replace the existing communication and signal system on its 130-mile New Haven, CT-Springfield, MA line.

For this first year of upgrading, Amtrak plans to install flashing-light signals at two rail highway crossings; install radio communications equipment, install snow melters or switch heaters and begin the process of rehabilitating the communications and signal equipment along the line.

Should gates & flashers be moved laterally?

In asking for comments on proposed changes to the Manual on Uniform Traffic Control Devices, the Federal Highway Administration recently reported a request by railroaders on the National Advisory Committee on uniform traffic control devices to locate railroad crossing signals supports further from the edge of the road than is now customary. However, the National Advisory Committee recommended against moving the gates and flashers for the following reasons:

(1) It would require an increase in the length of the gate arm;

(2) Since the signals would be less visible to motorists, cantilever gate arms would be necessary;

(3) If cantilever arms were not used, an increase in potential for train/vehicle collisions would exist; and

(4) an increase in maintenance effort for the alignment of roadside lights would be required.

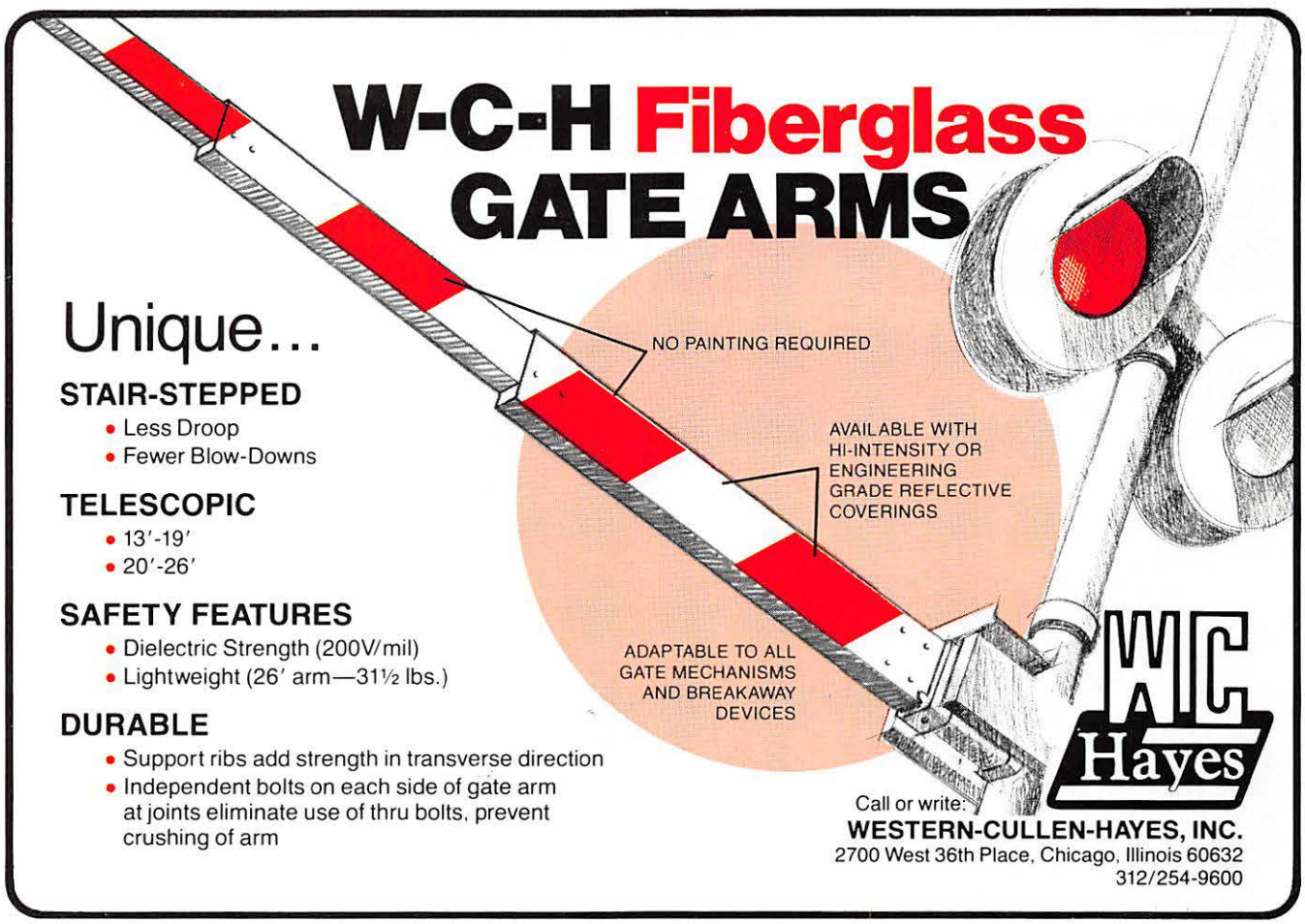
The Federal Highway Administration would like to receive comments on or before July 1, 1980. They have not taken final action on the request to move the gates and flashers further away from the pavement because they expect they will get more information.

C&S division to hold three regional meetings

Regional meetings of the Communications and Signal Division, AAR, are to be held May 1, in Edmonton, Alberta, Canada; May 7 in Cincinnati, OH and May 13, in Denver, CO.

The Northern Regional meeting to be held at the Macdonald Hotel in Edmonton on Thursday, May 1, will be chaired by George W. Shapf, general supervisor-signal maintenance, Canadian National. Committee of Direction sponsor is

(Please turn to page 14)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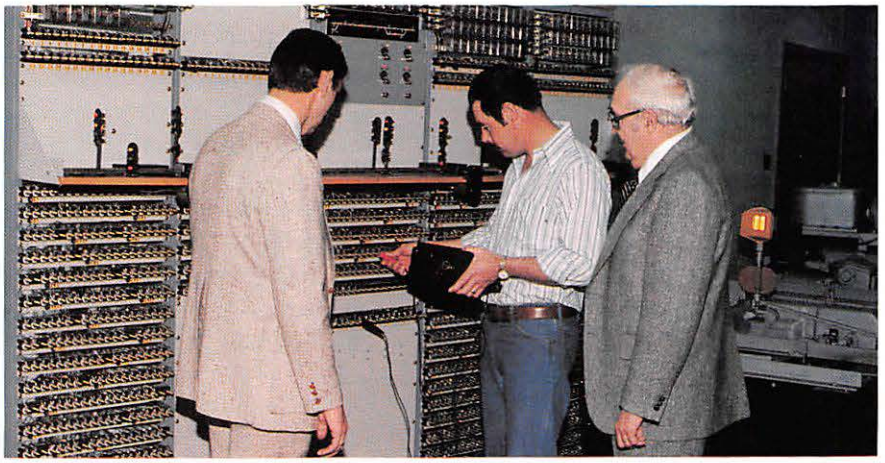
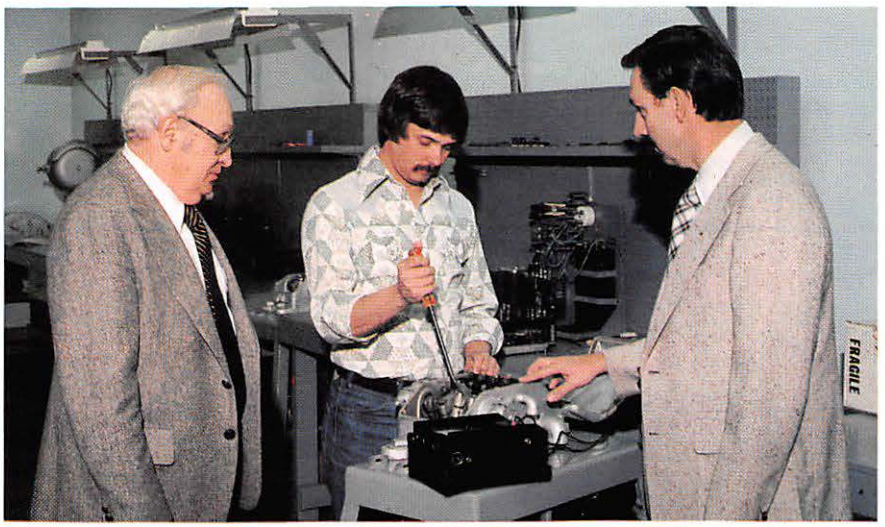
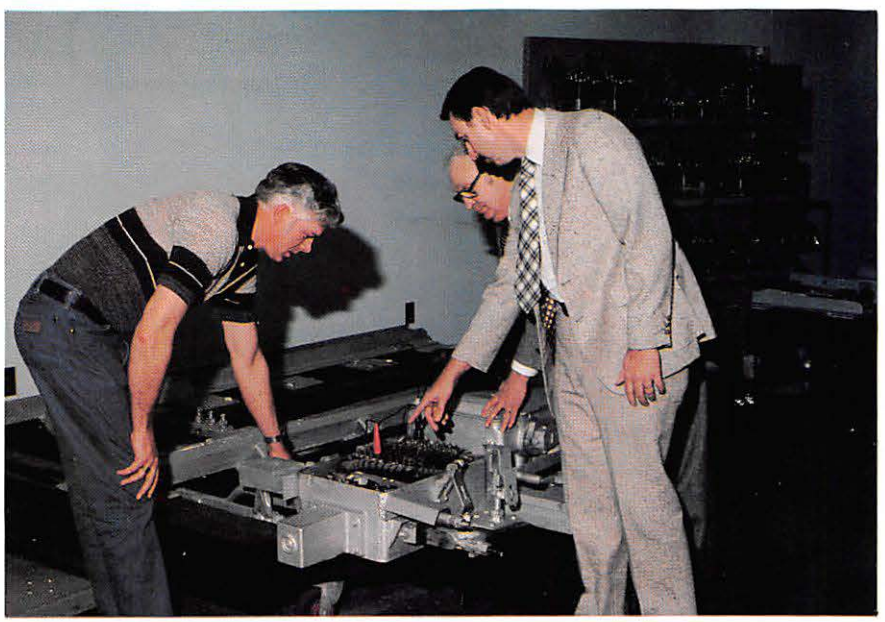


Checking track circuit voltage in block signal territory on the model is M. R. Hickok of Goodwin Lodge 77. Watching (left) is Phillip D. Miller, assistant engineer S&C instruction, Roanoke, VA, and V. Joseph Sartini, general chairman.



Switch circuit controller adjustments are taught in the N&W signal training school. Sartini (left) N&W general chairman watches as N&W's Miller instructs student G. E. Ratcliffe, a member of Local 77.



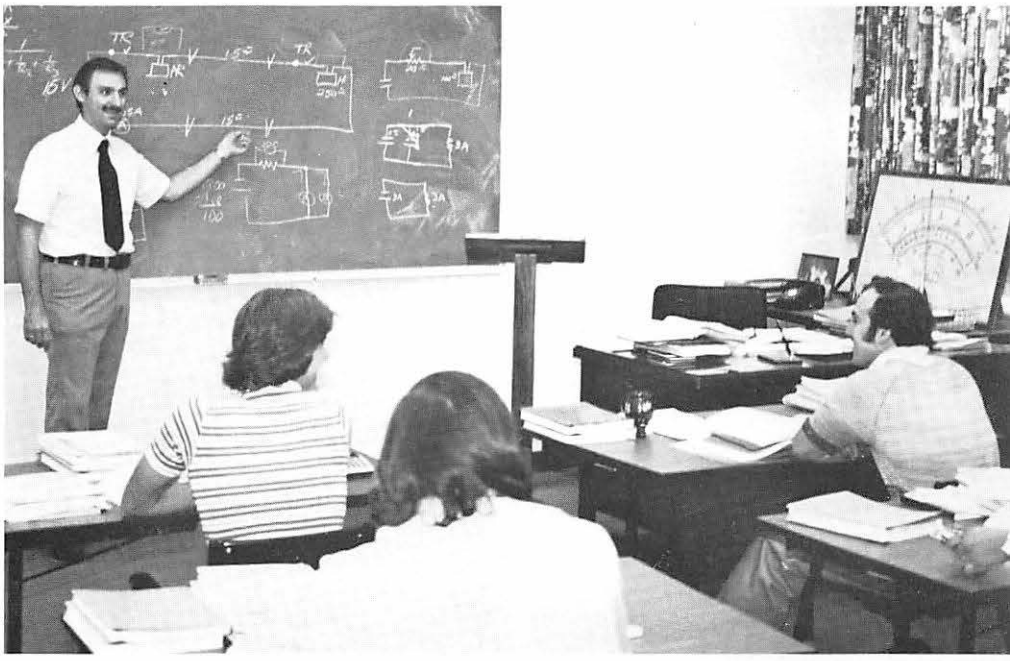
Switch machine operation and its construction are explained to student E. R. Evans (left) by Phil Miller, instructor at right, while Joe Sartini, general chairman and former maintainer shows interest in the training. Brother Evans is a member of Local 77.

training nears 5th anniversary

As the Norfolk & Western's signal training program nears its 5th anniversary date, members of the Brotherhood of Railroad Signalmen and signal officers of the railway can look with pride upon an excellent accomplishment. The railway has gained well-trained, technically qualified signalmen for construction and maintenance forces to meet the needs of an expanded signal plant. For the Brotherhood, the program has developed highly skilled and well paid members who can be proud of their craft and be personally satisfied of being able to work safely and efficiently.

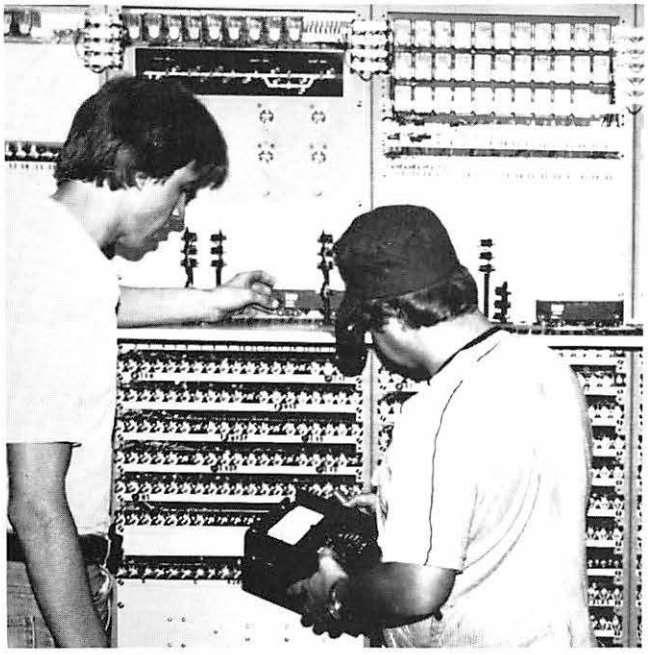
The May 7th anniversary date — the signal training agreement was signed May 7, 1975 — also marks a milestone in labor-management cooperation. The signal training agreement resulted from negotiations on behalf of the signal employees by V. Joseph Sartini, general chairman, and Charles S. Chandler, vice president, BofRS. The agreement was signed by Sartini and Chandler for the Brotherhood and by J. R. Neikirk, vice president administration for the N&W. Some 37 trainees have completed the signal training program. At present, 185 men are in the training program.

The signal training program covers two years divided into four 6-month periods (130 days of 8 hr each, according to the agreement). During these 6-month periods, students will receive 10 days, 8 hr each, of classroom instruction. The students or trainees, when not in the classroom, will receive on-the-job training in the field working with various types of signal equipment. Students are employees in training for the

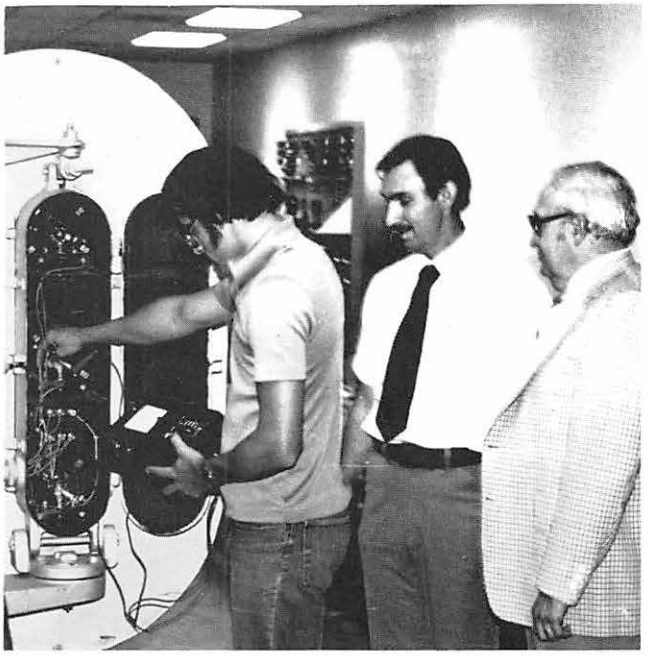


In one classroom session, Instructor Miller is explaining voltage, current and resistance relationships and how they are calculated.

Checking power at a switch machine is done by M. J. Simmons (left) and G. L. Spencer, both members of Goodwin Lodge 77. Showing an interest in the learning experience are (standing left to right): Charles S. Chandler, vice president, BofRS; and Carl J. Talley, manager of signals, system, Norfolk & Western.



Checking the the track circuit when it is shunted by a car on the model are R. L. Diller (right) and G. L. Gereaux, both members of Local 77.



Taking a meter reading on a colorlight signal is R. W. Counts (left) while Instructor Miller and General Chairman Sartini (right) watch.

Adjusting controls of a yard air compressor is an essential task for signalmen working in N&W retarder yards. G. W. Preston (left) and D. D. Davenport learn to make adjustments in the Roanoke signal laboratory. Both are members of Local 77.

Learning to take meter readings on a crossing gate is another essential task of signalmen. S. J. Talley (left) watches the meter as R. L. Diller connects meter probes to proper terminals. They are members of Goodwin Lodge 77.

Giving individual attention is Instructor Miller (standing rear) during a classroom session. Shown (left to right) are: front row—S. J. Talley, D. D. Davenport; second row—R. W. Counts, R. L. Diller and G. L. Spencer; back row—M. J. Simmons, G. W. Preston, and G. L. Gereaux. All the students are members of Goodwin Lodge 77.

position of signalman or signal maintainer.

"The signal training program," says General Chairman Sartini, "provides our members with the skills they need to become competent craftsman who can take pride in their work. Also, the program with its commensurate pay scale, has provided the successful graduate the journeyman's rate of a fully qualified signalman or signal maintainer. Step rate increases during the program — at 6-month intervals — provide an incentive for the student to work hard and succeed. We, in the Brotherhood, are proud of the part we have played in making this a successful signal training program for our members and for the railway."

The signal training program has had and continues to have strong support from N&W management. "The training school meets the need to provide skilled maintenance forces for today and the future. It will provide a continuing education program for veteran signal employees and supervisory personnel," says Carl J. Talley, manager of signals-system, N&W.

N&W first established a signal training center at Brewster, OH in September 1975. A second training center was opened at St. Louis, MO in September 1976. The Roanoke, VA signal training center began classroom instruction in October 1977. At present, only the Roanoke and St. Louis training centers are in operation because they are able to fill present training needs.

The instructors, P. D. Miller, assistant engineer S&C instruction at Roanoke and E. R. Terry, assistant engineer S&C instruction at St. Louis, have come up through the ranks. Miller, for example, began his signal career as a helper and advanced to signal maintainer and then signal supervisor. The instructors know the trials and tribulations of "pulling themselves up by their bootstraps" so to speak. They are able to relate to their students, having experienced many years of practical signal work in the field. Class size is limited to a maximum of 10 students, but usually averages 8. These small classes allow the instructor time to give individual attention when and where needed.

An advanced training program of 10 classroom days is planned for signal foremen and signal maintainers. This advanced session includes, but is not limited to hotbox detectors, motion sensors and other electronic devices used in signal equipment.

Highlights of the signal training agreement include:

— After May 7, 1975, all helpers and assistants are required to participate in the training program.

— Transportation to and from the classroom location and the student's headquarters is paid by the N&W.

— Transportation between the classroom and the lodging place is provided by the railway company.

— Lodging is provided by the railway.

— A $7 daily meal allowance is for each student, except for students who reside in the vicinity of the classroom.

— Also, students are given a $2 allowance for lunch when they carry their own. They have a 20-min lunch break and are expected to carry their lunch

when in the classroom.

— N&W pays for one roundtrip from the employee's headquarters to the classroom location.

— Students are examined at the end of each classroom session and at the end of each of the four on-the-job training periods (six months). Written as well as practical on-hand tests are given. A passing grade of 70% is required. If a student fails, he may have a re-examination within 30 days.

— Failure to pass on re-examination requires the student to resign from the railway.

— Upon successful completion of the signal training program, the employee must accept promotion to signalman or signal maintainer and bid on any vacancies.

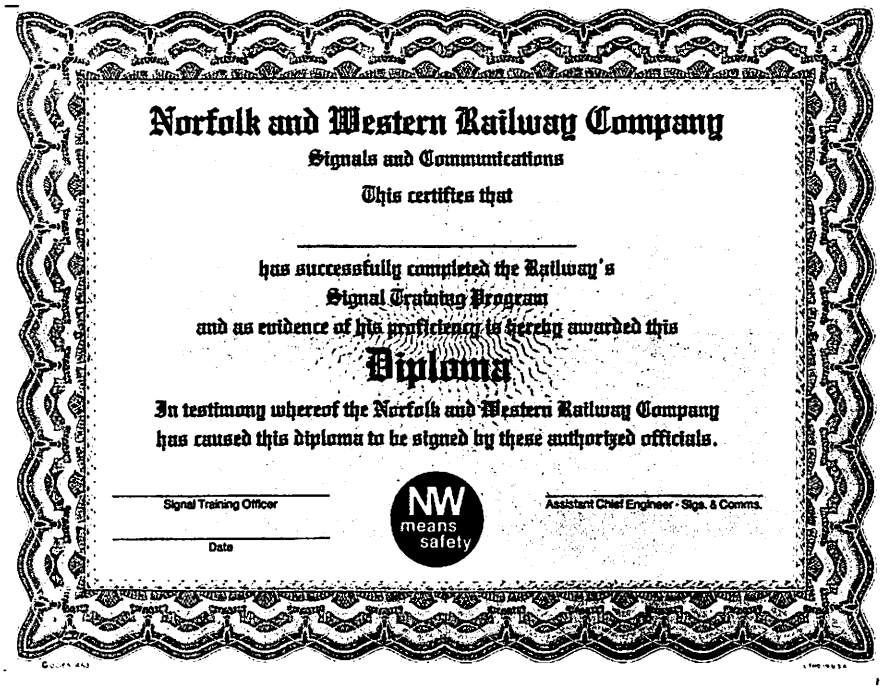
Each classroom is equipped with representative signal equipment used by the N&W so that in addition to study periods and classroom instruction, students have practical on-hands training in a laboratory with signal devices.

Subjects covered in the four classroom periods include:

Training Period 1— Safety rules, company rules, basics of train operation and signaling, basic electricity and signal equipment. Use and care of volt-ohm-milliammeter. Also, relays, dc track circuits, batteries, battery-charging circuits, track appliances and energy distribution.

Training Period 2— Safety rules, company rules, reading and interpretation of signal circuits, automatic block signaling, switch circuit controllers, and electrical circuits. Also covered are rail-highway grade crossing warning systems including flashing-light signals and gates. Controls for searchlight, colorlight and position-light type signals are covered in this second training period.

Training Period 3— Safety rules, company rules, electric locks, power switch machines, centralized traffic control systems and circuitry.


Norfolk and Western Railway Company

Signals and Communications

This certifies that

_____

has successfully completed the Railway's Signal Training Program and as evidence of his proficiency is hereby awarded this

Diploma

In testimony whereof the Norfolk and Western Railway Company has caused this diploma to be signed by these authorized officials.

_____ Signal Training Officer

_____ Date

NW means safety

_____ Assistant Chief Engineer - Sigs. & Comms.

Training Period 4— Safety rules, company rules, automatic interlockings, ac track circuits, audio frequency overlay circuits, digital and motion sensing devices. Also covered are safety detectors including broken flange, dragging equipment, hotbox and rock slide.

Five signal training manuals are used in the program. Two programmed learning texts cover the following:

Volume 1— Structure of matter, voltage, current, resistance, Ohm's Law, conversion of units, ammeter use, voltmeter use, resistor color code and ohmmeter use.

Volume 2— Series circuit, Ohm's Law; series circuit, rules; series circuit, variable resistors; parallel circuit, current; parallel circuit, resistance; connecting batteries in parallel; series-parallel circuits; batteries, internal resistance; standard trouble shooting procedures; and trouble shooting.

The three signal training volumes have the following material which is supplemented by classroom instruction and laboratory work:

Volume 1— Signal training, batteries, multimeter, energy distribution and trouble shooting.

Volume 2— Direct current relays, track appliances, light signals, highway crossing bell, gate mechanism, switch circuit controller, power operated switches, and electric switch locks.

Volume 3— Reading signal circuits, coded and non-coded track circuits, block signal system, highway crossing protection, traffic control system, automatic interlocking and hotbox detectors.

In addition, classroom instruction and laboratory work covers the tests required by the Federal Railroad Administration's signal rules, standards & instructions for railroad signal systems.

Home study is required of students during the classroom sessions as well as during the 6 months of on-the-job training periods. Students are told ahead of time what will be covered so they can study for them.

The Signalman's Journal visited the Roanoke signal training center located on the fourth floor of the General Office Building east. The center is equipped with a classroom and laboratory. The laboratory is furnished with actual-sized equipment used at the field locations. Lab work provides the practical hands-on

The Brotherhood of Railroad Signalmen

hereby awards this
Certificate of Recognition

*to*_____

upon successful completion of the
Signal Training Program
of the

*General Chairman*_____

*Date*_____ *President*_____

approach where students are able to see how equipment operates. Displays consisting of track circuits, block signaling, centralized traffic control and highway crossing warning devices are provided along with relays and control circuits. Students are instructed in how to shoot trouble, adjust devices and make the required Norfolk & Western and FRA signal tests and inspections.

"To summarize, the training center will provide the employee with the knowledge and skills to perform his duties safely and more efficiently, which in turn will make the Norfolk & Western a safer and more efficient railroad," says instructor Miller.

Upon graduation, students receive three certificates: (1) N&W diploma for successful completion of the signal training program; and (2) certificate of recognition of successful completion of the signal training program by the Brotherhood of Railroad Signalmen. Employees who complete the program but do not successfully pass all classroom sessions are awarded an N&W certificate of attendance.

Norfolk and Western Railway Company

Signals and Communications

presents this

Certificate of Attendance

to

_____

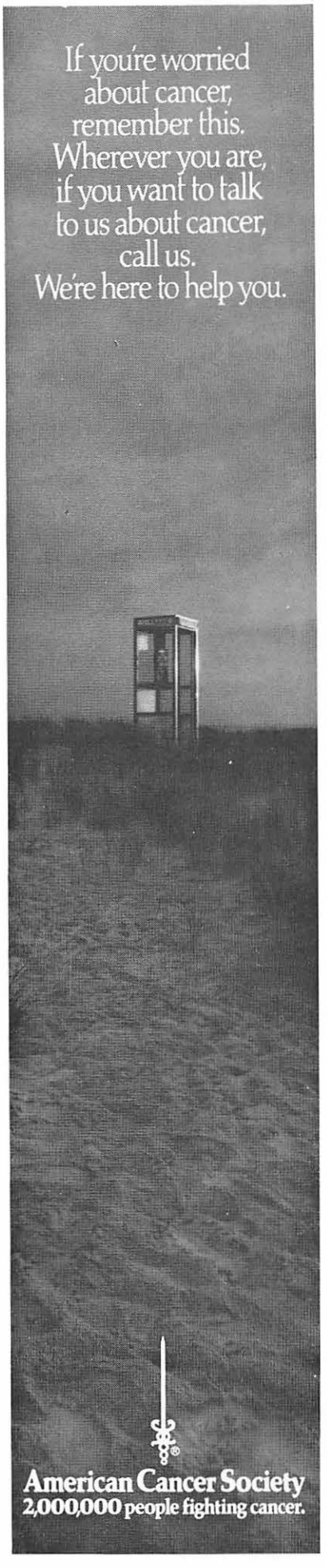
who has completed the Railway's
Signal Training Program

Signal Training Officer

Date

NW means safety

Assistant Chief Engineer-Signals and Communications


If you're worried about cancer, remember this. Wherever you are, if you want to talk to us about cancer, call us. We're here to help you.
American Cancer Society
2,000,000 people fighting cancer.

Douglas H. Walkington, assistant engineer-signals, CP Rail.

The Eastern Regional meeting will be held at the Drawbridge Motor Inn in Fort Mitchell, KY across the river from Cincinnati. The all day session will be on Wednesday, May 7, with Chairman George W. Kearney, director-signal and communication design, Chessie System, with the Committee of Direction sponsor being Harvey Alexander, chief engineer-communications and signal, ConRail.

The one-day Western meeting will be held Tuesday, May 13, at the Regency Inn in Denver, CO. Chairman is Les A. Kent, regional signal engineer, Burlington Northern, and the Committee of Direction sponsor is B. J. Hutton, assistant chief engineer-signals, Santa Fe.

Retirement board sets legislative office

The U.S. Railroad Retirement Board has established a Washington, D.C. office for its legislative counsel, David D. Lucci. Working through the Board's Washington liaison office at 425-13th Street, N.W. (telephone 724-0121) Lucci will provide information and technical assistance to congressional staff members and executive department personnel on railroad retirement legislative matters. Lucci previously served as Board's assistant general counsel.

Robert Russell, the Board's Washington liaison officer, will continue to assist congressional offices in regard to the railroad retirement benefits of their constituents.

Black border proposed for crossbuck signs

In a notice for proposed amendment to the Manual on Uniform Traffic Control Devices, the Federal Highway Administration is considering having a 2-inch black border applied to rail-highway crossing crossbuck signs.

Section 8B—2 of the MUTCD provides that the railroad crossing sign, commonly identified as the "crossbuck" sign, as a minimum, shall be reflectorized white, with the words RAILROAD CROSSING in black lettering. This sign consists of rectangular sections arranged in a shape similar to a capital letter "X" with one word on each segment of the "X."

This request, originating within the FHWA, proposed a change in the MUTCD to provide a 4-inch black border around the periphery of the sign to improve its visibility or target value. Although the use of a border on a sign to improve target value is a fundamental principle of good sign design, the standard railroad crossbuck sign (sign R15—1 in the MUTCD) does not have a border. Direct observation of railroad crossbuck signs mounted on overhead mastarms showed a need for improving the target value of a white sign viewed against a light sky background. Post-mounted crossbucks viewed against a light background also need improved target value. Railroad flashing light signals, which are often mounted near to or in conjunction with crossbucks, have 4-inch black backplates around them to provide the needed target value. The NACUTCD recommended that Section 8B—2 of the MUTCD should be changed to permit a 2-inch wide black border around the standard crossbuck sign when there is a need to improve target value. The FHWA concurred in the recommendation and proposes a change in the MUTCD to that effect, as follows:

Add the following at the end of the first paragraph of Section 8B—2: Where there is a need to improve the target value of the crossbuck, a uniform black border, not exceeding 2 inches in width, may be added. Where used, this border shall be applied as an addition to the dimensions specified for crossbucks without borders.

This change would not mandate any direct action by highway agencies. It would provide highway agencies with an additional voluntary method of improving safety at railroad grade crossings.

Constitution changes are proposed

On December 15, 1979, at a special meeting, Local 85 voted unanimously to accept the proposed amendments printed below.

Article I, Sec. 144. This Constitution may be altered, amended or repealed (1) by the Grand Lodge upon submission of proposed changes to Subordinate Lodges for membership approval, (2) by Subordinate Lodges upon submission of proposed changes to a general referendum vote of the membership for approval. All amendments, alterations, or changes of any kind in this Constitution must be submitted in writing, stating the amendment, Article and Section to be amended, and how such Article and Section will read when amended.

Article I, Sec. 145. "This amendment to be omitted from Constitution"

Article I, Sec. 179. The quarterly dues of each member of this Brotherhood shall not exceed the sum of seventy-five (75) dollars. Per Capita taxes shall be adjusted according to this figure. This sum of seventy-five (75) dollars is subject to change under Article 1, Section 146 and 147 of this Constitution. Where dues check-off agreements are in effect, the dues shall be payable as provided in the dues check-off agreement, and such dues shall be not less than the amount prescribed in this section.

Article III, Sec. 10. Each

For railroad coach, substation, and signalling power, it's no contest.

The McGraw-Edison Americad® pocket plate nickel-cadmium storage battery.

If the name seems long, you can shorten it to *no contest.*

Because that's how it stacks up against a lead-acid battery.

The critical difference.

Because of its nickel-plated steel posts and other construction features, the McGraw-Edison nickel-cadmium battery has no critical failure mode. Which means if you check our nickel-cadmium battery tonight, you'll know with absolute certainty that the battery will operate tomorrow morning. And the next day. And the next week.

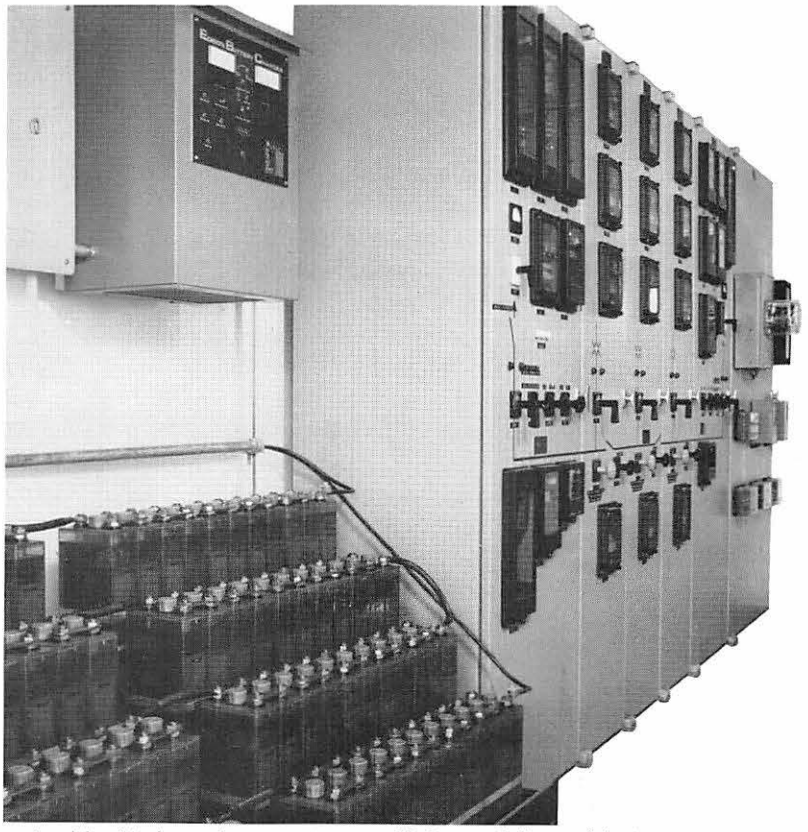
In an application where batteries are used to trip an emergency device such as a breaker, an unpredictable battery—one which might be on the verge of failing as you complete your check—could mean costly damage to equipment.

So if you're still buying lead-acid batteries because they're less expensive, think of *long-term* cost and *long-term* performance. Think of reliability. Then compare economics.

Durability.

Obviously, durability is vital to railroad coach applications. Because when you need emergency back-up power on rolling stock, you want batteries that won't fail. Batteries you can rely on to run air-conditioning, lighting, and communications. McGraw-Edison nickel-cadmium batteries.

Because of their great mechanical strength, our nickel-cadmium batteries are not subject to harm from vibration. So they provide long-lasting service even if conditions are sometimes less than ideal.

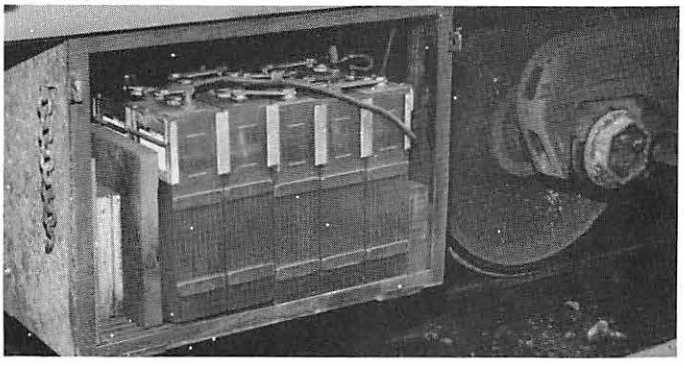


It's one more reason to choose our no-contest batteries.

Lots of other reasons, too.

Our nickel-cadmium battery is not subject to bursting from sub-zero temperatures.

Hot weather performance is also exceptional. Exposure to average temperatures of 115 F can be experienced without loss of service life.



McGraw-Edison nickel-cadmium batteries do not give off corrosive fumes that could damage sensitive electronic equipment. Nor are they harmed internally by shorting or reversing. In stand-by applications such as signalling or crossing protection, no-contest batteries can last 20 years or more with proper (but comparatively little) maintenance.

Applications.

You name it.

Substation protection, particularly *unmanned* substations, a variety of railroad coach applications. Communications. Switching and signalling. Remote communication back-up. Switchgear trippings. Communications power at switch yards and many others.

It's a long list of applications. And we have an even longer list of benefits. For more information, write: McGraw-Edison Company, Power Systems Division, Box 2850, Pittsburgh PA 15230. In Canada, McGraw-Edison Ltd.

McGRAW-EDISON

The no-contest battery.

General Committee must meet at least once every three years at a time, date and place as provided in the General Committee Bylaws. The purpose of this meeting shall be to reveal election results and to transact such other business as may properly come before the meeting. The officers of the General Committee shall be elected by the majority vote of all Subordinate Lodge members in good standing. Each member's vote shall be counted as one vote. At least thirty days prior to the General Committee's election meeting, ballots prepared by the Grand Lodge containing all eligible candidates for office, shall be issued to the Secretary-Treasurer of all Subordinate Lodges. Members will then secretly cast his vote for the Candidate of his choice either at a Subordinate Lodge meeting, or through process of the Mail. After a member casts his vote on the ballot or ballots, it shall be sealed in a non-transparent white envelope and returned promptly to his Secretary-Treasurer. All envelopes shall be free of any markings or writing. If a member uses the Mail to return his ballots, one shall use another envelope to contain the envelope containing the ballot to prevent markings on the ballot envelope. Upon arrival of ballots through the Mail, the Secretary-Treasurer will remove the outer envelope and place all the sealed ballots in a large envelope. The Secretary-Treasurer will then hand all ballots over to his Local Chairman. The ballots will remain sealed in the possesion of the Local Chairman, until the Election Meeting is convened. After the Meeting is in progress, all ballots shall be placed in a box and shuffled thoroughly. Next, one of the Local Chairmen shall remove one sealed ballot from the box and unseal it. That Local Chairman will then, record on his form #2 to whom the vote is awarded and the ballot's serial number. This ballot shall be passed to all the Local Chairmen who will record the same information. This process will go on until all ballots have been recorded. The winner or winners will then be declared and the ballots filed away at Grand Lodge. Each Local Chairman will then be responsible to make copies of his form #2 and to distribute a copy to all members of his Local. Members will then check his form #2 to insure his vote was awarded to the Candidate of his choice. This can be done by checking his ballot number against his vote. If a member's ballot number does not check with his vote, that member will send his carbon copy of his original ballot to Grand Lodge for recertification of this error. The term of office of each General Committee Officer shall begin as provided in the General Committe Bylaws, but not later than January 1 of the year following the election.

FORM No. 1

Candidates for the Office of General Chairman

John	Jill	Jack
X		

BALLOT NUMBER 222

FORM NO. 2

ELECTION RESULTS

Candidates for the Office of General Chairman

John	Jill	Jack
TOTAL NO. VOTES		
1	0	0
222		

Whereas: It is proposed that the Brotherhood of Railroad Signalmen dues now being collected from members be adjusted so as to be in line with dues being collected by comparative unions within the railroad industry. These dues currently paid by other unions are listed below:

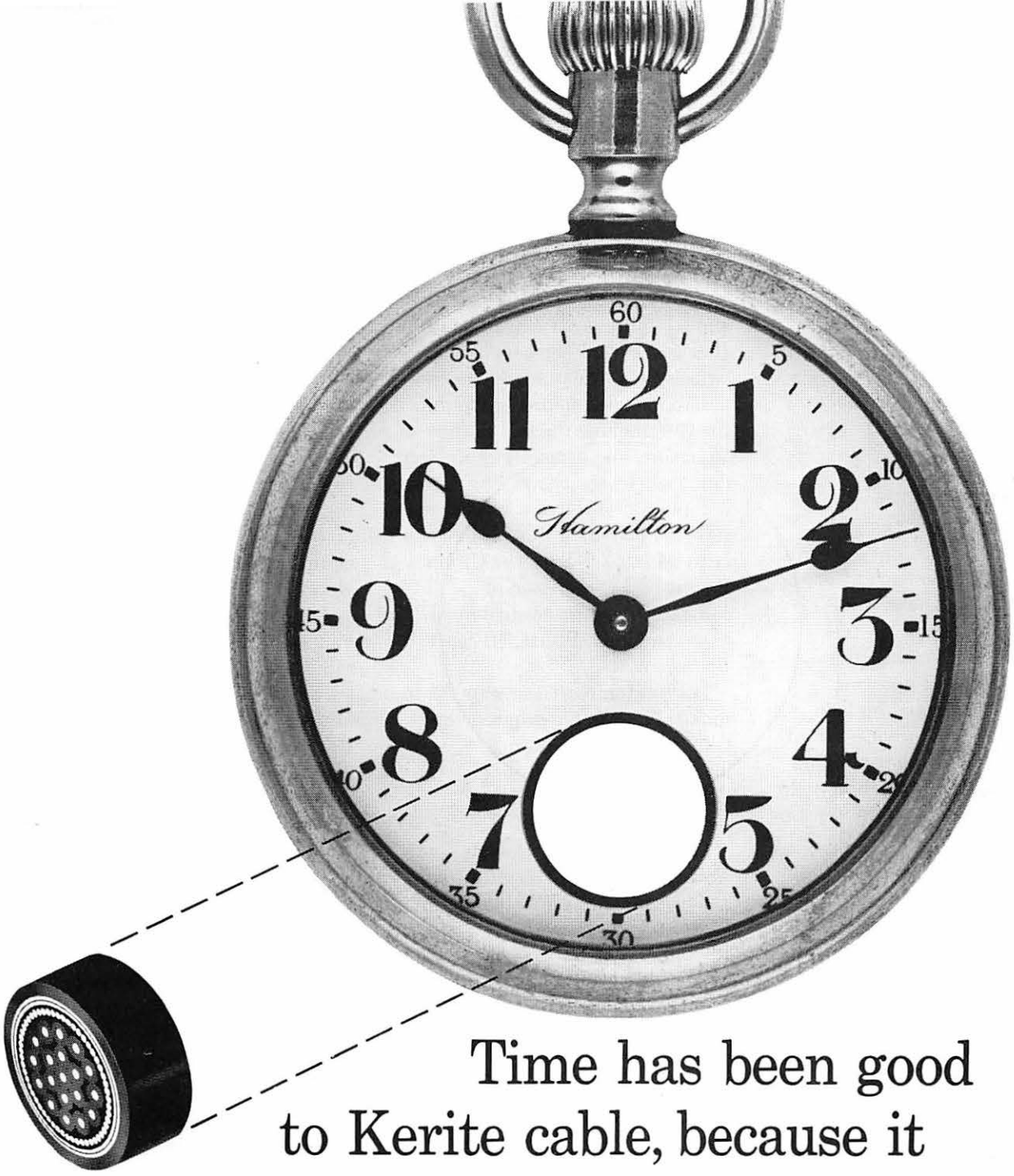
Maintenance of Way — $13.00/month, $39.00/quarter
Roundhouse — $13.00/month $39.00/quarter
IBEW electricians & communication $15.30/mo., $45.90/qtr.
Carmen — $16.85/mo., $50.55/qtr.
Clerks — $19.30/mo., $57.90/qtr.
Special Agents — $20.30/mo., $60.90/qtr.
Conductors and Switchmen — $21.50/mo., $64.50/qtr.
Engineers — $21.95/mo., $65.85/qtr.
Signalmen — $24.10/mo., $72.30/qtr.
Yardmasters — $25.25/mo., $75.75/qtr.

Whereas: The current rate of Assistant Signalmen Step I is $7.72. This would make the monthly payment of per capita tax $10.29 instead of $12.05 currently being paid. Similar amendments to payments made to the Local Lodge and to the General Committee would reduce our union dues from $72.30 per quarter to $61.76 per quarter.

Whereas: Therefore under Article I, Sec. 138 of the Brotherhood of Railroad Signalmen constitution dated October 1, 1979 we recommend the attached amendment. This amendment is being submitted to our brothers for approval and forwarded to Grand Lodge and the Secretary-Treasurer as stated in Article I, Sec. 137.

Resolved: That Article I, Sec. 138 of the Constitution be Amended to read as follows:

"Out of the dues received monthly, quarterly, or yearly by the Financial Secretary of each Local Lodge, an amount equal to (1) one hour per month at the prevailing Signalmens rate of pay shall be paid either monthly, quarterly or yearly, as the case may be, to the Secretary-Treasurer as per capita tax. Subsequent adjustments either upward or downward in the Assistant Signalmen Step I rate of pay will automatically result in



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corresponding adjustment in the Grand Lodge per capita tax. The Secretary-Treasurer shall notify each General Secretary-Treasurer and Local Financial Secretary of any such adjustment at least one hundred twenty (120) days prior to the effective date."
/s/ G. E. Brown
Local President-Local 87 BN

Submitted by members of Local 87 at the regular meeting at Dickinson, North Dakota
February 2, 1980

Amtrak votes funds for crossing safety

National RR Passenger Corp.'s board of directors have voted to spend $104,720 as the Amtrak share of a $1 million crossing safety program in California. Federal funds will pay for 90% while Amtrak will provide 10% of the funding necessary to provide automatic gates and flashing-light signals at 11 crossings between Los Angeles and Needles.

When these automatic warning devices have been installed, all rail-highway crossings on the 310 miles of line will be protected by automatic gates with flashing-light signals.

Signaling is strong in the 80's decade

Several retarder yard projects are continuing into 1980. Included are the following:
— Chessie System's new Queensgate yard at Cincinnati, OH.
— Boston & Maine plans to construct a new hump yard at East Deerfield, MA. The capacity is 250,000 cars per year.
— Union Pacific is planning to construct a new retarder classification yard at Yermo, CA.
— Conrail is upgrading it's retarder classification yards at Elkhart, IN, Oak Island, NJ and Harrisburg, PA. At Harrisburg, CR has done considerable reworking of the former Reading yard and is also making improvements at the former Pennsylvania Enola yard.
— Santa Fe will construct an 8-track retarder classification yard at Oklahoma City using the new Dowty retarders developed in England. These retarders are small cylinders attached to rail that will slow down cars as the wheels press the plungers down.

Other signaling projects planned for 1980 include the installation of 15 hotbox and dragging equipment detectors by the Santa Fe; completion of the new westword retarder classification yard at North Platte, NE by the Union Pacific and completion of centralized traffic control by UP between North Platte, NE and Archer, WY.

Burlington Northern expects to make considerable progress on its CTC programs including installation on the new Gillette-Orin, WY coal line recently placed into service.

On the Northeast Corridor, Amtrak is about to begin work on a new signal system between Washington, DC and New Rochelle, NY that will be compatible with the existing 12-kV 25 Hz electrification. An earlier plan to convert this electrification to 60 Hz and 25 kV power has been set back due to the estimated high cost and lack of money available for this electrification conversion. Work is also progressing on rehabilitating existing signaling between New Haven, CT and Boston, MA.

General Railway Signal has already received a $78-million contract to provide signal equipment for the south half of the Corridor from Washington to New York City. Unconfirmed reports are that Union Switch & Signal is working on a "letter-of-intent" to provide signal equipment for the north end from New York City to Boston.

Amtrak has applied to the Federal Railroad Administration to install the new signal system between Baldwin, PA and Ragan, DE. Protests were made by the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Signalmen. Public hearings were held in Philadelphia and Boston in October, 1979 when testimony was presented by both rail unions. The BofRS protest was printed in the November issue of The Signalman's Journal beginning on page 8. The BofLE protest is printed in this issue. At press time no decision has been handed down by FRA on this matter.

In its General Safety Inquiry, the Federal Railroad Administration has indicated via the Federal Register, that something may be coming out about May 1 as regards revision of the Signal Rules, Standards & Instructions.

SIGNAL SYSTEM MAINTENANCE SUPERINTENDENT

Position carries full responsibility for maintenance of the track and signal system for San Francisco's exciting new Muni Metro.

This special employment opportunity in San Francisco's unique new subway system offers a salary range of $1,027 biweekly to $1,243 biweekly.

For information, contact the Personnel Department, San Francisco Municipal Railway, 901 Presidio Ave., San Francisco, CA 94115. Equal opportunity employer.

Product News

Megohmeter can also measure ac-dc voltage

A fingertip operated megohmeter for easy measurement of electrical equipment is "Meg-Chek" model 2201. It can measure megohms, ohms, and ac/dc volts without changing lead connections. The megohm ranges measure insulation resistance, the ohm ranges measure circuit or winding resistance and the voltmeter ranges measure connected line or other circuit voltages. And an instant battery condition test switch is on the face of the meter.

The "Meg-Chek" 2201 is furnished complete with two 12-ft. long test leads and resistance card set, instruction manual and self-contained carrying case.

For more information write C. Riggio, vice president, Associated Research, Inc., 8221 N. Kimball Ave., Skokie, IL 60076.

Directional area warning device is for crossings

A new warning device detects the presence of a train at highway grade crossings. The AW-10 directional area warning device is particularly suited for application to locations such as branch lines where maximum train speed is under 10 mph or where rails are rusted due to light use and where directional detection is desired.

Compared to conventional dc or ac-dc (type "C") track circuits, the AW-10 requires no insulated joints and has greater sensitivity. Also, no line wires, power drops or housings are required for the approaches like conventional AFO track circuits.

The AW-10 is also less expensive and easier to maintain than motion monitoring devices. One AW-10 does the work of two AFO transmitters and receivers. It's high-frequency provides superior shunting sensitivity and good block definition with block lengths of up to 600 feet. The integrity of the track circuit is checked out to the approach limits.

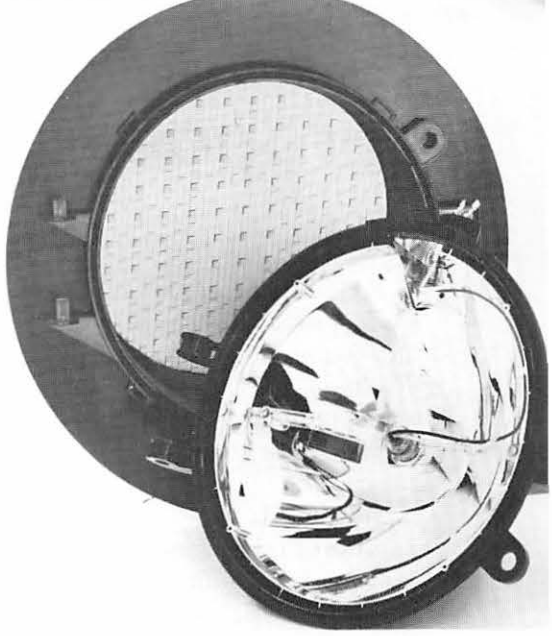
The AW-10 consists of a transceiver unit and two transponders; one at the start of each approach.

The transceiver is suitable for

wall or shelf mounting. The transponders are buried at the approach ends and require no mounting case. Over-all dimensions of the tranceiver are $9\frac{3}{16}$" x 11" x 6"; the transponder is $2\frac{3}{8}$" dia. x $4\frac{1}{2}$" in. length.

For more information, contact WABCO Union Switch & Signal Division, Swissvale, PA 15218.

Attention!
When writing to the Brotherhood please include your present address and certificate number.



GRS has 12-inch flasher crossing signal available

Stringent state and federal requirements are met by the optics of a new 12-inch LEX-C flashing light unit from General Railway Signal. A highly efficient, deep-dish parabolic reflector, molded into the rear housing, collects and directs more light in the beam. This allows a single optically-designed lens to incorporate front light, back light and cantilever beam patterns with a main beam greater than 4000 candlepower. Reflector and lens areas are 50% greater than those of conventional 12-inch units, creating a larger than normal signal image.

Molded of high-impact strength polycarbonate, the unit is vandal resistant and maintenance-free. It cannot rust; color is molded in, eliminating periodic painting; and it is not affected by ultraviolet radiation or seasonal temperatures variations. The signal weighs only 6.7 pounds, so installation is easier than with heavier die-cast aluminum or zinc signals. An 80% reduction in the number of parts, compared with conventional units, greatly reduces parts inventory. The sloping front lens reduces snow curl and dirt buildup.

For further information write marketing department, General Railway Signal Co., P.O. Box 600, Rochester, NY 14602.

Proposed Corridor signals would take

Following is the statement presented by B. G. Crawford, administrative assistant in the BLE's international office, at a hearing before the Federal Railroad Administration, on proposed changes in the signalling system on the Northeast Corridor. Our thanks to the Locomotive Engineer *for permission to reprint.*

My name is B. G. Crawford. I am administrative assistant to the president, Brotherhood of Locomotive Engineers with headquarters located in Cleveland, OH. I am appearing today on behalf of President John F. Sytsma, chief executive officer of the BLE, and for the 34,000 active members of Brotherhood who are currently employed as locomotive engineers and firemen on the railroads in the United States.

The Brotherhood of Locomotive Engineers is a railway labor organization organized in accordance with the provisions of the Railway Labor Act and representing for collective bargaining purposes and in matters of safety of railroad operations, members serving as locomotive engineers engaged in operations for the applicant, the National Railroad Passenger Corporation (Amtrak).

Accompanying me today is Richard Kraushaar, counsel for the BLE in this matter. We appear here today in response to the public notice of these proceedings which appeared in the Federal Register of Sept. 10, 1979 and our request to be heard, at such hearing, by the Railroad Safety Board of the Federal Railroad Administration in our letter of protest dated July 9, 1979.

Prior to my full-time activities and service with the Brotherhood of Locomotive Engineers, I was employed by Conrail and its predecessor companies Penn-Central and New York Central, since November, 1947. During that time, I have served not only as a fireman and engineer, but from 1956-1964 in the capacity as a supervisor for the New York Central Railroad Company. Therefore, this statement will not only voice the protest of the Brotherhood of Locomotive Engineers but will include my opinions and knowledge as a locomotive engineer and that gained while serving as a supervisory/instructor, and examiner for the railroad, being responsible for the training and oversight of locomotive engineers under my jurisdiction.

It is our understanding that the applicant, the National Railroad Passenger Corporation (Amtrak) in its application identified as BS-AP-No. 1588 seeks authority to modify a portion of the signal system which controls train operations between Baldwin, Pennsylvania and Regan, Delaware. However, this is but the initial installation of the revised signal system that Amtrak intends to utilize on all portions of the Northeast Corridor between Boston, Massachusetts and Washington, D.C.

Further, the proposal request to eliminate wayside signals other than at interlockings and in selected terminal areas; hence the installation of an automatic train control system under which train speed will be governed by the displayed cab signal aspects; and the conversion track circuitry to make it compatible with the selected current for providing traction power for the locomotive operating on this trackage.

In simple terms, we wish to state our objections on certain major aspects of the proposal.

1. The proposal system takes information away from the engineer and fails to substitute equivalent information in its place, and further fails to provide a man-machine back-up system.

2. The proposed changes if implemented would appear not to be an improvement to the overall multifaceted nature of the traffic pattern and mix of operations, but rather would appear to decrease the existing capacity and flexibility for train movements.

3. The system as proposed, is not the optimum solution, and appears to be a change for the sake of change.

4. The proposed change in our opinion can hardly be considered "cost effective" to Amtrak itself or other carriers who use the corridor.

Now to address each of the aforementioned objections individually. In the introduction of Volume 1 of Signal and Traffic Control Systems Standards (Task 205), under the caption of "objectives" the text reads in part: "Responsibility for safe and efficient train operation will remain with the engineer—(Page 1-1, Task 205, Report FRA/NECPO-78/4, National Technical Information Service). At the present time the engineer is presented with a repetitive "man-machine interface" in that he can match his cab signal display with companion wayside signals and thereby recognize any mismatch of same in order to have a double check or back-up system and in the event of necessity take the appropriate corrective action to provide for the safe movement and handling of his train. In the proposed system, it is our understanding there will be no match between the cab signal information and the few remaining wayside indications other than "stop and go."

Presently the engineer has the opportunity to preread a signal and set his train up in anticipation of

information away from engineers

a change in aspect. This is significant in the case of a long tonnage freight train in a situation of undulating grades. In the proposed system the engineer will have no notice in advance of speed commands until they have impacted him, and response time is a critical factor to avoid an undesired brake application.

At the present time some signal aspects convey information to the engineer, concerning actions that may be required at the next signal, while in the proposed concept one is left in the position of wait and see what speed command is authorized.

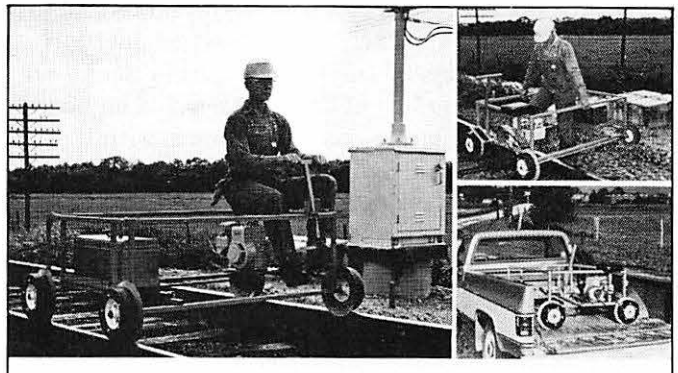
Wayside signals helpful

Wayside signals, with their number plates, provide a continuous series of identification marks, significant information to be used as landmarks or location markers, especially in adverse and inclement weather. In certain territories signals are used in conjunction with slide fences, hot box indicators, dragging equipment, and grade signals each conveying valuable useful information to provide for the safe, efficient movement of trains. The individual signal at present defines the physical limits of a block, or in practical operation a target to which one is braking to, in a slowdown or stop situation. In practical operation, knowing your target point allows the engineer to make a judgment reaction to stretch out and feel for the targeted point. In the proposed system with any change of a speed command there will be no visual target which the engineer can distinguish as to the ultimate limit such change of command he receives runs out or applies. In closing in on an interlocking or terminal limit area, with different track speeds, even now, the limits for parallel tracks in the same direction are not always the same; but the location of wayside signals for each individual track identifies the limits with a fixed marker.

In multi-track operation, indication of wayside signals on other tracks provide information to the engineer as to their use and/or occupancy, and the need for watching for movement on adjacent tracks in parallel movements.

We have attempted in the foregoing to relate the importance of the wayside signal in the practical sense of operation, which to the inexperienced or novice may seem a condition that is taken for granted, however to the experienced engineer the cross check of a multifaceted system is a confidence factor and a most useful and valuable tool in good reliable operation.

With respect to the proposed system being an improvement, we question the reliance on a single "machine" operation with no means of visually or physically checking commands received, especially in a territory where the operation is so intermixed, and density of traffic, high speed inter-city passenger trains, commuter and freight train operation. In each of these types of trains the engineer experiences various conditions wherein optimum operation is enhanced by the presence of additional information not less. Where the acceleration and deceleration of passenger and commuter trains are not especially affected, freight train operation is quite critical as the need for "advanced planning" as related to slack action, run-ins and run-outs as well as wayside signal information that conveys in advance conditions that allow the engineer to make an operational judgment as to where he might lay back to avoid stopping or accelerate his movement. Signals can further be used to predetermine speed or routes for movements, or identify locations for special instruction and handling.



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- **TWO-WHEEL DRIVE** — Slides into pick-up bed — no disassembling necessary.
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It is inconceivable to us that such a proposal as set forth in this application be promulgated, robbing the engineer of the useful information provided by the present system and expecting positive results while operating in such a sea of uncertainty. It has been our experience in the past as signal systems were modified or changed, safety apparatus eliminated or became inoperative speeds were restricted as required in specific sections of the Code of Federal Regulations, however, it is our understanding the applicant purports higher train speeds as a motivating factor in this proposal. We further submit, based on information provided by personnel familiar with this territory since the inception of the present signal system, there have been periods of time when this particular territory experienced a greater density of traffic with comparable speeds to todays operation. Could not the same be accomplished with a simple modification of the present system, or indeed is the proposed change simply for the sake of change?

Regarding the cost effectiveness of the proposed system, our attention is directed to the present system whereby the equipment and wayside signals are in place and compatible on the majority of locomotives and units in operation by the various entities that move over the Corridor. Other than maintenance and renewal of existing equipment or the physical spacing of the present wayside signal to meet the requirements of higher speed we question any additional expenditures. Under the present dual system should a failure of or the absence of on-board equipment, movements can still be made with reasonable dispatch, under the rules, however, using the proposed system, and in the absence of the wayside signal, should a cab signal failure be experienced operations would literally be crucified by being restricted to an absolute block and in our opinion severely hamper the operation of the affected train, as well as cause major delays to any and all of the following operations.

Our attention is further directed to a related expenditure of the proposal, that of equipping or modifying every locomotive unit or vehicle operating on the Corridor. Let's examine the true impact of this undertaking as it effects Conrail, the major freight carrier operating in the territory. Will it be necessary to equip their entire diesel locomotive fleet with signal equipment capable of operating in this specific area, or convert a limited quantity of diesel locomotives and lose the flexibility of locomotive balance, with no significant gain to the operation they now enjoy?

Inasmuch as we view the entire proposal as counter productive and detrimental to both the development of passenger service in the Corridor as well as the freight service operating there and being members of the tax-paying community, we are resentful of any additional expenditures of Federal Funds to the project we are addressing, as well as any added expense to Amtrak or Conrail.

In conclusion, there is a mutual interest in doing a job in an optimum manner for both Amtrak as well as for the individual.

It is to Amtrak's advantage to get over the road to serve the public. There is the added economic advantage of high utilization of equipment and the advantage of obtaining round trips within the crews allowed time.

For the engineer, there is the satisfaction of on-time performance, and we would be less than honest if as human beings we did not admit we enjoy having the opportunity to make round trips without delays, therefore putting in the "best day" in the minimum of time away from our family and outside life as well as enjoying the pleasures of a job well done.

The proposal as presented, taking information away from the engineer and providing nothing in its place, does nothing for meeting our common objectives. We do not feel we can deliver safe, timely, and efficient train performance within the parameters proposed, and to say "the ultimate responsibility for the safe, efficient, timely movement of the train will remain with the engineer" is to take unfair advantage of the engineer by taking his resources away at the same time.

Contrary to common belief, the BLE is vitally interested in the future and well-being of the railroad industy, not only for what we believe is the safety of our members and our fellow employees but the traveling and shipping public. We further submit that the safety, efficiency and reliability will only be debtored by the absence of a proven reliable dual system of conveying information to the engineer concerning the safe progress of both high speed, average and slow moving trains.

The Amtrak signal application should be summarily denied.

AGREEMENT

VOLUNTARY PAYROLL DEDUCTION OF POLITICAL CONTRIBUTIONS

THIS AGREEMENT, made this 30th day of November, 1979, by and between the participating carriers listed in Exhibit A, attached hereto and hereby made a part hereof, and represented by the National Carriers' Conference Committee, and the employees of such carriers shown thereon and represented by the Brotherhood of Railroad Signalmen, witnesseth:

IT IS AGREED:

1. Unless prohibited by any applicable law, each railroad party to this Agreement and the organization signatory to this Agreement will modify their union dues deduction agreements no later than 90 days from the date of this Agreement to provide for deductions for voluntary political contributions on a monthly basis from the compensation of employees who have executed a written authorization to provide for such deductions. The first such deduction will be made in the month following the month in which the authorization is received or in the third month following the month in which this Agreement is executed, whichever is later.

2. Deduction authorizations will remain in effect for a minimum of twelve months and thereafter until cancelled by thirty days advance written notice from the employee. Changes in the amount to be deducted will be limited to one change in each twelve month period and any change will coincide with a date on which dues deduction amounts may be changed under the applicable dues deduction agreement.

3. Deductions made under this Agreement will be forwarded monthly to the Treasurer, Signalmen's Political League.

SIGNED AT WASHINGTON, D.C., THIS 30TH DAY OF NOVEMBER, 1979.

FOR THE EMPLOYEES REPRESENTED BY THE BROTHERHOOD OF RAILROAD SIGNALMEN:

/s/ R. T. Bates
President

/s/ W. D. Best
Secretary-Treasurer

/s/ W. W. Altus, Jr.
Vice President

/s/ C. S. Chandler
Vice President

/s/ John E. Platt
Vice President

/s/ Melvin B. Frye
Vice President

/s/ W. B. Harwell
Vice President

/s/ John T. Bass
Vice President

/s/ John E. Hansen
Vice President

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT A:

/s/ Charles I. Hopkins, Jr.
Chairman

/s/ P. A. Jordan
Union Pacific

/s/ C. F. Burch
Illinois Central Gulf

/s/ C. E. Mervine, Jr.
Seaboard Coast Line

/s/ A. E. Egbers
Burlington Northern

/s/ George S. Paul
Southern

/s/ F. L. Elterman
Santa Fe

/s/ L. W. Sloan
Southern Pacific

/s/ G. H. Gilmer
Norfolk & Western

/s/ Robert E. Upton
Chessie System

EXHIBIT A

RAILROADS REPRESENTED BY THE NATIONAL CARRIERS' CONFERENCE COMMITTEE IN NEGOTIATION OF AN AGREEMENT WITH THE BROTHERHOOD OF RAILROAD SIGNALMEN TO MODIFY THEIR UNION DUES DEDUCTION AGREEMENTS WITH THAT ORGANIZATION TO PROVIDE FOR DEDUCTIONS FOR VOLUNTARY POLITICAL CONTRIBUTIONS.

This authorization is co-extensive with provisions of current schedule agreements applicable to employees represented by the Brotherhood of Railroad Signalmen.

Akron, Canton & Youngstown Railroad Company
Alton & Southern Railway Company
Atchison, Topeka and Santa Fe Railway Company
Belt Railway Company of Chicago
Bessemer and Lake Erie Railroad Company
Burlington Northern Inc.
Central of Georgia Railroad Company
Central Vermont Railway, Inc.
THE CHESSIE SYSTEM:
Baltimore and Ohio Railroad Company
Baltimore and Ohio Chicago Terminal Railroad Company
Chesapeake and Ohio Railway Company
Staten Island Railroad Corporation
Western Maryland Railway Company
Chicago & Illinois Midland Railway Company
Chicago and North Western Transportation Company
Chicago and Western Indiana Railroad Company

*-Chicago, Milwaukee, St. Paul and Pacific Railroad Company
Delaware and Hudson Railway Company
Denver and Rio Grande Western Railroad Company
Denver Union Terminal Railway Company
Detroit & Toledo Shore Line Railroad Company
Detroit Terminal Railroad
Detroit, Toledo and Ironton Railroad Company
Duluth, Winnipeg and Pacific Railway Company
Elgin, Joliet and Eastern Railway Company
THE FAMILY LINES SYSTEM:
Seaboard Coast Line Railroad Company
Louisville and Nashville Railroad Company
Clinchfield Railroad Company
Georgia Railroad
Atlanta and West Point Railroad Company
Western Railway of Alabama
Fort Worth and Denver Railway Company
Galveston, Houston and Henderson Railroad Company
Grand Trunk Western Railroad Company
Green Bay & Western Railroad Company
Houston Belt and Terminal Railway Company
Illinois Central Gulf Railroad
Indiana Harbor Belt Railroad Company
Joint Texas Division of CRI&P – FW&D
Kansas City Southern Railway Company
Louisiana & Arkansas Railway Company
Kansas City Terminal Railway Company
Kentucky & Indiana Terminal Railroad Company
Maine Central Railroad Company
Portland Terminal Company
Missouri-Kansas-Texas Railroad Company
Missouri Pacific Railroad Company, including the former Gulf District, C&EI RR. and T&P Ry.
Monongahela Railway Company
New Orleans Public Belt Railroad
*-New York, Susquehanna & Western Railroad
Norfolk & Western Railway Company
Peoria and Pekin Union Railway Company
Pittsburgh & Lake Erie Railroad Company
Richmond, Fredericksburg and Potomac Railroad Company
St. Louis-San Francisco Railway Company
St. Louis Southwestern Railway Company
Southern Pacific Transportation Company
(Pacific Lines and Texas and Louisiana Lines)
Southern Railway Company
Alabama Great Southern Railroad Company
Cincinnati, New Orleans and Texas Pacific Railway Company
Georgia Southern and Florida Railway Company
New Orleans Terminal Company
St. Johns River Terminal Company
Terminal Railroad Association of St. Louis
Texas Mexican Railway Company
Toledo, Peoria and Western Railroad
Union Pacific Railroad Company
Union Railroad Company (Pittsburgh)
Washington Terminal Company
Western Pacific Railroad Company

*-Subject to the approval of the Courts.

FOR THE
BROTHERHOOD OF RAILROAD SIGNALMEN

/s/ R.T. Bates
President

FOR THE CARRIERS
/s/ Charles I. Hopkins, Jr.
Chairman

Washington, DC
October 1, 1979

NATIONAL RAILWAY LABOR CONFERENCE
CHARLES I. HOPKINS, JR., Chairman
January 24, 1980

Mr. R. Thomas Bates
President
Brotherhood of Railroad Signalmen
601 West Golf Road
Mount Prospect, Illinois 60056

Dear Mr. Bates:

This confirms our understanding that the Agreement dated November 30, 1979 for payroll deductions for political contributions is subject to the internal approval process of your Organization and, therefore, that the official date of the Agreement shall be the date on which the National Railway Labor Conference is notified by you that the approval process has been completed. That date shall start the 90-day period specified in paragraph No. 1 of the Agreement.

If this correctly states our understanding, please so signify below.

Yours very truly,
/s/ Charles I. Hopkins, Jr.
C. I. Hopkins, Jr.

I Concur:
/s/ R. T. Bates
President
Brotherhood of Railroad Signalmen

called "labor relations experts"—conduct, for a fat fee, union-busting seminars for corporate leaders, hundreds of them each year in all parts of the country.

Are these efforts hurting unions and workers? You bet they are.

Ten years ago, unions won more than 60 percent of all organizing elections. Last year: 45 percent.

Ten years ago, only 239 attempts were made to decertify a union, to rob workers of union protections. Last year: 803—a 300 percent increase.

So, it's a full-scale blitz at the work-place. The objective: To so weaken unions that working people will once again be forced into a one-on-one relationship with employers. For workers, as pre-union history so clearly demonstrates, that's a sure loser.

THE POLITICAL ATTACK is every bit as menacing as the one at the job-site. It seeks the total nullification of trade unions politically and legislatively.

Money is our opposition's H-Bomb. More than 2,500 corporate, trade association and right wing political action committees will amass a $100 million slush fund, almost all of it ear-marked for candidates determined to zap trade unions and put employers back where they can lean on workers, real heavy.

How effective is the political money of corporate, trade association and right wing PACs? In many cases, it is decisive. In 1978, for example, at least two good friends of workers in the U.S. Senate and seven in the House were defeated in their bids for re-election by an avalanche of opposition funding.

Union PACs simply did not *have* enough to *help* enough. This is a sorry way to lose good friends who have gone down the line for workers on important proposals. They lost—not on the record, not on the issues, not through lack of good organizational effort, but simply because of money.

With their appetites whetted by 1978 successes, opposition PACs are greedy for more in 1980. They aim to tip the scales completely—to win absolute command of the Congress and the White House.

What if they succeed? What if they manage to *buy* control of our government and hand it over, all gift-wrapped, to the union-haters and union-busters?

Their program is no secret. They spell it out clearly enough and often enough in their own publications, press releases, political advertisements:

- A national "right to work for less" law, destroying union and worker security;

Who'd Run the Senate

Take a look at who would control key U.S. Senate committees as their chairmen—and to a large degree the Senate itself—if anti-union corporate, trade association and right wing PACs buy their way into power with their $100 million political slush fund.

Agriculture—Jesse Helms (N.C.), AFL-CIO voting record 88 percent *wrong*.

Armed Services—John Tower (Texas), AFL-CIO voting record 90 percent *wrong*.

Banking, Housing, Urban Affairs—Jake Garn (Utah), AFL-CIO voting record 87 percent *wrong*.

Energy and Natural Resources—James McClure (Idaho), AFL-CIO voting record 88 percent *wrong*.

Finance—Robert Dole (Kansas), AFL-CIO voting record 83 percent *wrong*.

Governmental Affairs—William Roth (Dela.), AFL-CIO voting record 83 percent *wrong*.

Human Resources, Labor—Orrin Hatch (Utah), AFL-CIO voting record 90 percent *wrong*.

Judiciary—Strom Thurmond (S.C.), AFL-CIO voting record 90 percent *wrong*.

The Money Pump

The entire trade union movement contributed only twice as much to candidates in 1978 elections as just three of the major trade association political committees.

Contributions from all unions were $10.3 million. Among them, the American Medical PAC, the Realtors PAC, the Auto and Truck Dealers PAC ponied up $5.17 million to candidates.

Meanwhile, contributions generated by right wing PACs amounted to $6 million for one Senator alone, Jesse Helms (N.C.) one of the most anti-union members of the Senate. The same sources drew an estimated $2.7 million for Sen. John Tower (Texas) and $1.4 million for Sen. Strom Thurmond (S.C.). Helms, Tower and Thurmond together collected from right wing PAC efforts almost as much as all trade unions contributed to hundreds of endorsed candidates.

These facts highlight the enormous potential of PACs that will be handing out funds this year to anti-worker candidates—about $100 million.

They highlight, too, the need for every single union member to contribute , to help keep our candidates from being buried under an avalanche of money.

- A ban on public employee unionism;
- Repeal of Davis-Bacon Act wage and benefits protections for construction workers;
- Fundamental revision of the nation's basic labor law, making union organizing much, much harder, and union-busting much, much easier;
- A range of new restrictions on unions that would make them unable to adequately represent members;
- More tax breaks for the oil companies and other big corporations;
- Repeal of OSHA . . . there will be no agency to enforce safety standards on the job;
- Severe cutbacks in jobs programs, health, housing, education programs.
- Unemployment as national policy . . . you can't beat a good dose of it to "keep workers in their place."
- In short, a return to the dark ages of industrial relations . . . the boss, not just as employer, but emperor.

This is *their* plan. What's ours?

WE HAVE NO CHOICE but to fight back. The price of political defeat in 1980 is too high. It is no less than the extermination of trade unions as we know them.

What can *you* do to fight for your union? Plenty!

You can support our union political program and the Signalmen's Political League with your funds and with your effort. But there's more. Our goal is this:

- Every member a contributor to SPL.
- Every member proud of the union card and what it stands for.
- Every member a registered voter.
- Every member alert to the threat to our union.
- Every member with his or her eye on the ball, on the real issues—the survival and security of our union, jobs, wages, working conditions.
- On election day, every member a voter.

The challenge demands a personal commitment from all our members. Make it now. If we do—*all* of us—no one will destroy this union of ours, *no one.*

Fight Back . . . Walk Proud . . . Defend Your Union

Right to Work laws are not that good

Contrary to what big business groups say, "right to work" laws really provide rights to employers to pay lower wages and the right to provide poorer working conditions. In fact the average hourly earnings of manufacturing workers in 1978 in the U.S. in 20 right-to-work states were $5.51, while in the non right-to-work states, these average hourly earnings were $6.43. Similar figures show up in per capita personal income where in non right-to-work states the income in 1978 was $8,170 while it was over $1,000 less for right-to-work states at $7,128. These figures and those in the tables are from the Departments of Labor and Commerce.

Another fact not too widely known is that under U.S. law, the union that is certified to represent the majority of workers in a bargaining unit, must provide equal service to all members in the bargaining unit, whether or not all such workers pay dues for the union's services. Thus, right-to-work laws actually permit non-dues paying workers to lawfully receive all the same benefits as do those who foot the bill which made the service possible in the first place.

A state by state explanation of per capita income for selected years in the compulsory open-shop states.

Alabama—When this state passed a "right-to-work" law in 1953, it was $680 below the national average in per capita income. By 1978 it was $1545 below — a loss of $865.

Arizona—passed a RTW law in 1947. The figures are not available for this year, but in 1948 the state was $156 below the national average. By 1978 it was $464 below or a loss of $308.

Arkansas—In 1948 was $555 below the national average. The RTW law was passed in 1947 for which figures are not available. By 1978 Arkansas was $1867 below the national average — a loss of

Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

C-6 Thermal Relays

Approved November 1978

Definition: A timing relay whose contacts are actuated by the heating effect of current flowing through its controlling element.

Symbol:

Description: A thermal relay does not operate on the electro-magnetic principle as do most other relays. A thermal relay is equipped with one heel and a front contact or a dependent front-back contact arrangement. The back contact is used as a checking contact and the front contact is externally adjustable to vary the time interval. The heel consists of a bi-metallic strip, consisting of two different metals around which resistance wire has been wound to form a heater. The heating coil is insulated from the bi-metallic strip.

The basic operation of the thermal relay takes advantage of the difference in the thermal expansion of two metals. When electric current flows through the heater, the heat generated causes the two metals to expand unequally, setting up forces that bend the strip toward the front contact and away from the back or checking contact. The amount of time delay is dependent upon the space between the back and front contacts. The greater the space is the longer the delay. Figure 1 shows an adjustable thermal relay.

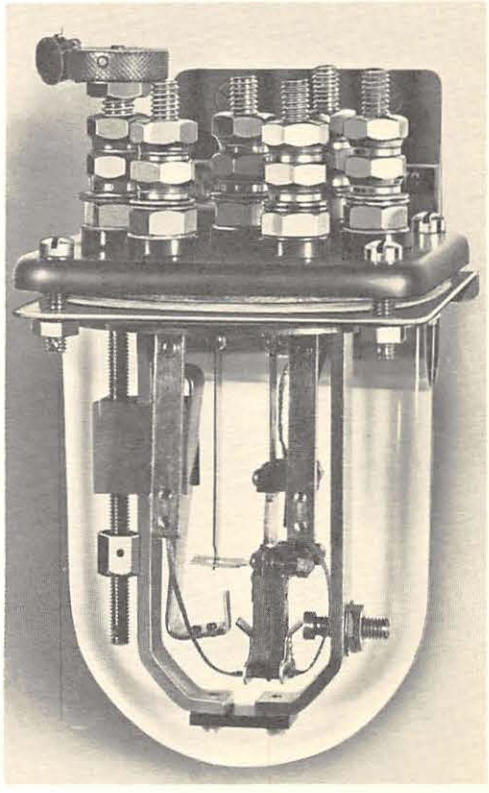

Figure 1

Copyright © 1980 Brotherhood of Railroad Signalmen

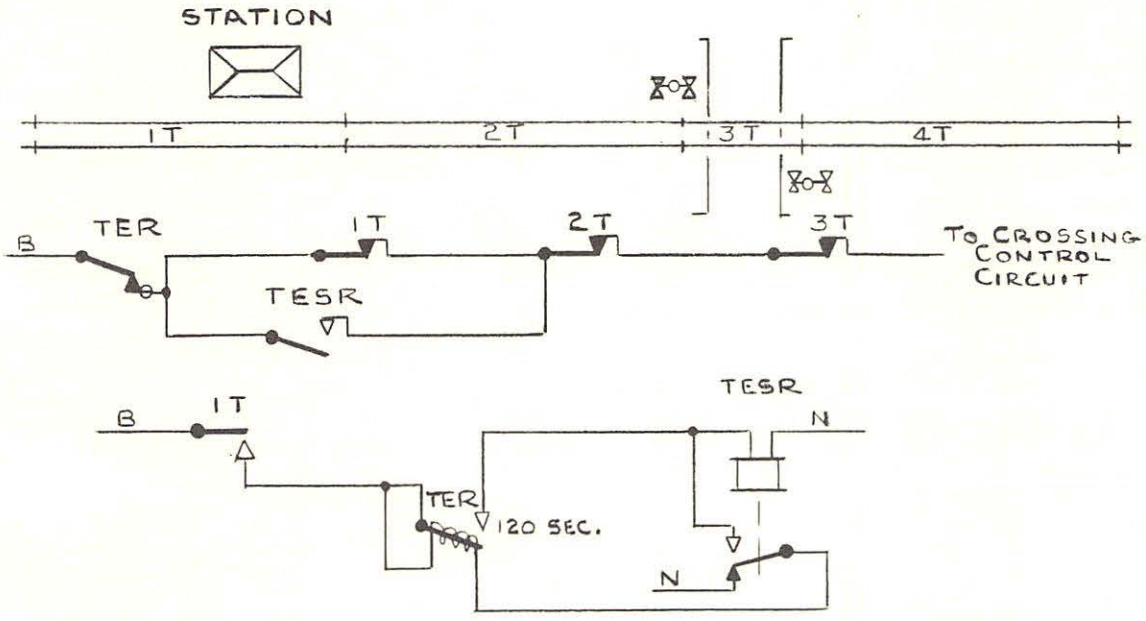

Figure 2

Purpose and Application: A thermal relay may be used with grade crossing warning devices at locations where trains may stop in an approach track circuit for an extended period of time.

To reduce delays to highway traffic, a thermal relay can be used to stop the warning devices if the train is not going to proceed immediately over the highway crossing.

Figure 2 illustrates a typical layout where the timing feature may be applied.

The circuits are designed so that a train entering 1T circuit starts the warning devices. At this same time the thermal relay is energized and starts to heat. If the timing contact makes before the train occupies 2T, relay TESR controlled by the thermal is energized. This permits the thermal relay check contact to return to normal and stop the warning devices. The warning devices will not be activated again until the train occupies 2T. Note that the check contact is in the warning device control circuit, which checks that the thermal relay returns to its normal position after each operation.

A time delay relay is also used to protect against loss of shunt. Loss of shunt is a condition which results when a train on a track circuit momentarily loses its connection between the rails allowing the track relay to pick up. If the track circuits picks up with a train on the circuit it could be possible for opposing signals to display a proceed aspect onto the occupied track section. Since the shunt will normally be re-established within seconds, this condition may be minimized by use of a second relay (TPSR-Track Repeater Stick Relay), controlled by a thermal relay. The TPSR contacts are inserted in the control circuits. In the example circuit Figure 3, when the track relay drops, it drops the TPSR. Should the TR pick up with a train occupying the track the TPSR will stay down until the thermal heats (after 5 or 10 seconds have elapsed); the TPSR will not pick up, and the vital circuits will have been protected during the loss of shunt duration.

Figure 4 shows an adjustable thermal relay, with the various parts identified.

General Information: Thermal relays must be inspected, adjusted, and sealed in accordance with the railroad's requirements.

Detailed Operation: One type of thermal relay circuit is shown in Figure 3. It has a fixed time delay which is from the time between the electric current being applied and the closing of its one stationary contact. The

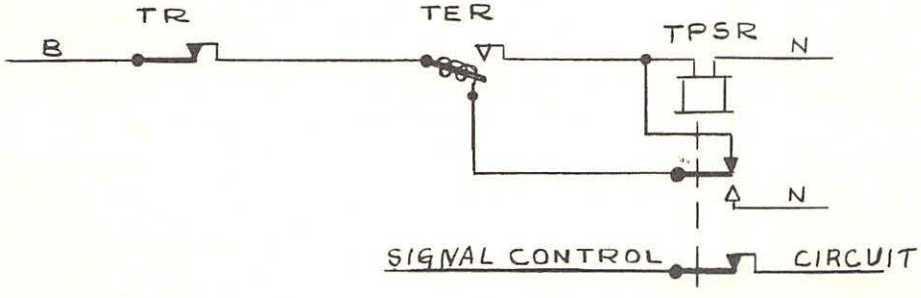

Figure 3

most common time range is 5 to 15 seconds for loss of shunt circuits.

In the thermal relay Figure 4, the bi-metallic strip acts as a heel for the two contacts. The contacts are referred to as the checking contact and the front contact rather than the normal terms of back and front. The checking contact back is normally closed and is open any time the relay is heating or cooling after having been heated. The checking contact is used in signal circuits where a time delay is required and whenever open indicates that the relay is operating. Closing of the checking contact indicates the relay has returned to the normal position. When the thermal relay is energized, the bi-metallic strip (heel) bends away from the checking contact and after a time lapse, governed by the distance between the two contacts, makes with the hot contact, or front. The front contact when made with the heel is used in a circuit to energize a repeater relay which, when energized, removes the energy from the thermal heating coil allowing the bi-metallic strip to cool back to the checking contact. The time lapse from the time the heel leaves the checking contact, makes connection with the hot contact and cools back to the checking contact is considered the full operating time of this thermal relay.

The relay shown in Figure 4 is adjustable. The time may be adjusted by turning the adjusting screw. This action mechanically moves the front contact closer to or farther from the bi-metallic strip contact which decreases or increases the time required to bridge the contact gap when the heater coil is energized.

Relays of the type illustrated in Figure 4 have adjustment ranges for time, the two most common time ranges being 15 to 45 seconds and 45 to 120 seconds. When adjustments are necessary, they should be made in accordance with the circuit requirements.

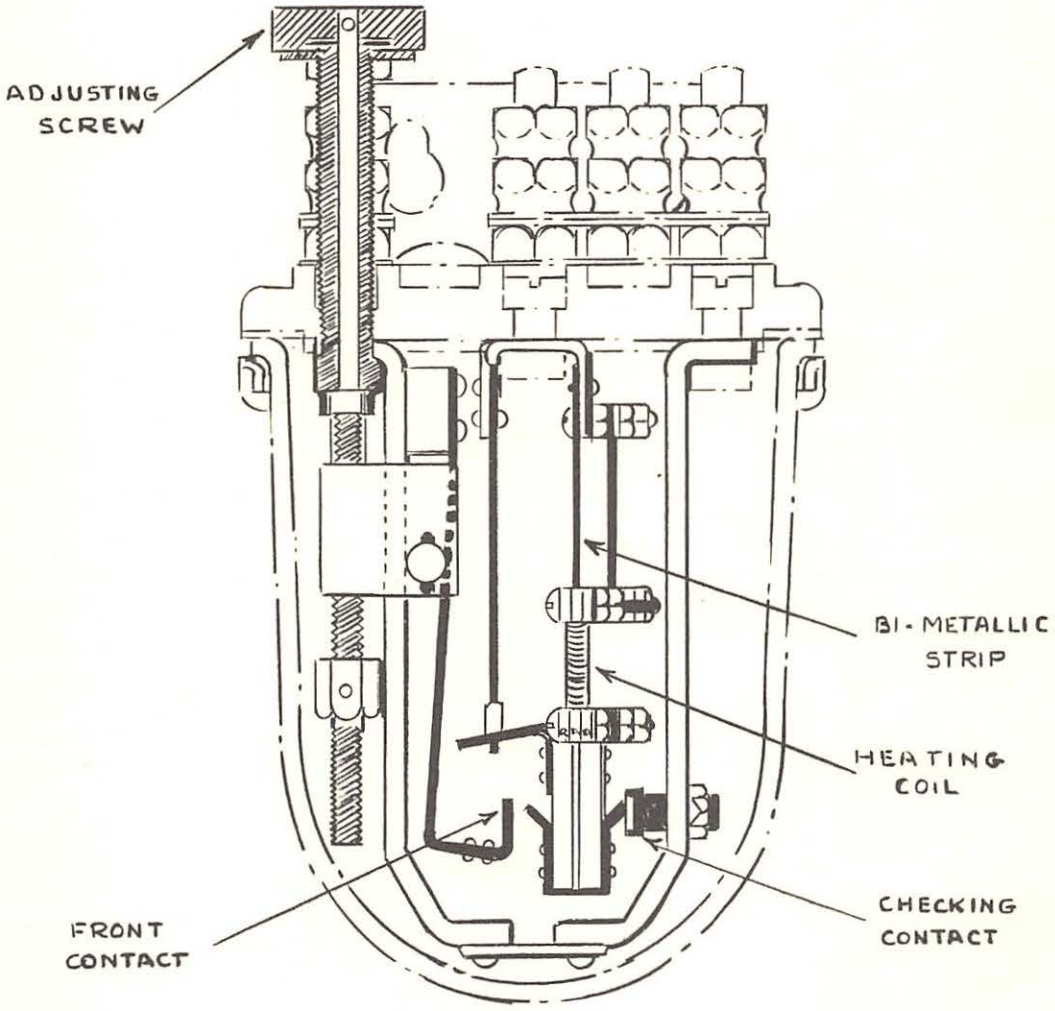

Figure 4

Notes

1978 Per Capita Personal Income

Right-to-work states in *italic*.

State	Per Capita Income
Alaska	$10,963
District of Columbia	9,924
Nevada	*9,439*
California	8,927
Connecticut	8,911
Illinois	8,903
New Jersey	8,773
Wyoming	*8,638*
Delaware	8,534
Washington	8,495
Michigan	8,483
Hawaii	8,437
Maryland	8,363
New York	8,224
Colorado	8,105
Oregon	8,092
Iowa	*8,002*
Massachusetts	7,924
Minnesota	7,910
Kansas	*7,882*
Ohio	7,855
NATIONAL AVERAGE	7,836
Pennsylvania	7,740
Texas	*7,730*
Indiana	7,706
Virginia	*7,671*
Nebraska	*7,582*
Florida	*7,573*
Wisconsin	7,532
Rhode Island	7,472
Arizona	*7,372*
New Hampshire	7,357
Missouri	7,313
North Dakota	*7,174*
Oklahoma	7,137
Idaho	7,015
South Dakota	*6,864*
Montana	6,755
Louisiana	*6,716*
Georgia	*6,705*
West Virginia	6,624
Kentucky	6,607
North Carolina	*6,575*
New Mexico	6,574
Utah	*6,566*
Vermont	6,566
Tennessee	*6,547*
Maine	6,292
Alabama	*6,291*
South Carolina	*6,288*
Arkansas	*5,969*
Mississippi	*5,529*

$1,312.

Florida—enacted a "right-to-work" law in 1944. In 1978 its per capita income was $263 below the national average. Florida has lost $55 over its 1948 standing of $250 below the national average.

Georgia—In 1948 was $462 behind the national average and in 1978, $1131 below — a loss of $669.

Iowa—In 1948 was $160 above the national average. This state's per capita income then fell below the national average, and remained below the average until 1973 when it went above the national average. In 1978 it was $166 above, a gain of $6.00.

Kansas—passed its RTW law in 1958. At that time it was $30 below the national average. By 1978 this state increased its per capita to $7882, which is $46 above the national average. This is only the sixth year since RTW was enacted that the state's per capita income has been above the national average.

Louisiana—This state was $1049 below the national average in 1976 when it passed its RTW law. In 1978 it was $1120 below — a loss of $71.

Mississippi—passed the law in 1954 and was $877 below the national average at that time. In 1978 it was $2307 below — a loss of $1430.

Nebraska—In 1948 was $79 above the national average. This state's per capita income then fell below the national average, and in 1978 it was $254 below, a loss of $333.

Nevada—is the only "right-to-work" state that has consistently been above the national average. It passed the law in 1951 and was $597 above at that time. In 1978 it was $1603 above — a gain of $1006.

North Carolina—passed a RTW law in 1947 and was $457 below the national average in 1948. In 1978 it was $1261 below — a loss of $804.

North Dakota—In 1948 was

Hourly wages average in manufacturing in 1978

Right-to-work states in *italic*.

State	Hourly Wage
Alaska	$9.70
Michigan	8.13
Montana	7.81
Washington	7.56
Ohio	7.29
Oregon	7.23
Indiana	7.17
Iowa	*7.00*
Illinois	6.76
District of Columbia	6.72
Wisconsin	6.69
West Virginia	6.68
Delaware	6.59
Maryland	6.55
Nevada	*6.54*
Idaho	6.53
Minnesota	6.44
California	6.43
Louisiana	*6.42*
Pennsylvania	6.37
Kentucky	6.26
Colorado	6.22
Missouri	6.21
Wyoming	*6.21*
New Jersey	6.20
NATIONAL AVERAGE	6.17
New York	6.08
Arizona	*6.03*
Connecticut	5.96
Kansas	*5.92*
Hawaii	5.90
Texas	*5.88*
Nebraska	*5.84*
Oklahoma	5.81
Utah	*5.68*
North Dakota	*5.54*
Massachusetts	5.54
Alabama	*5.40*
South Dakota	*5.19*
Tennessee	*5.13*
Virginia	*5.11*
Vermont	5.10
Florida	*5.01*
New Hampshire	4.93
Maine	4.91
Georgia	*4.88*
New Mexico	4.79
Arkansas	*4.72*
Rhode Island	4.71
South Carolina	*4.66*
Mississippi	*4.56*
North Carolina	*4.47*

$29 below the national average. In 1978 this state's per capita income increased to $7174 which is $662 below the national average — a loss of $633.

South Carolina—In 1954 when it passed a RTW law was $666 below the national average per capita income. In 1978 it was $1548 below, having lost $882 in relation to the national average.

South Dakota—was $67 above the national average and in 1978 was $972 below — a loss of $1039.

Tennessee—in 1948 was $486 below the national average and in 1978 was $1289 below — a loss of $803.

Texas—This state was $231 below the national average in 1948 (law passed in 1947) and $106 below in 1978. This is a gain of $125 in relation to its 1948 position.

Utah—passed the RTW law in 1955 and at that time was $251 below the national average per capita income. In 1978 it was $1270 below or a loss of $1019.

Virginia—In 1948 (law passed in 1947) was $300 below the national average. In 1978 it was $165 below and had gained $135 in relation to its 1948 position.

Wyoming—passed a "right-to-work" law in February 1963 and its per capita income for that year was $20 below the national average. The year before the law was passed (1962) it had been $31 above. In 1973, Wyoming again went above the national average and was $800 above in 1978.

Attention!

When writing to the Brotherhood of Railroad Signalmen at Grand Lodge Headquarters, be sure to include your name, address and certificate number.

New Consumer's Handbook Offers HELP!

By Esther Peterson

Today's complicated marketplace can pose problems for even the most careful consumer. Every day my mailbox and phone bring me inquiries from people who ask such questions as: What do I do if my car dealer refuses to perform repairs that come under my warranty? Is there a way to track down mail order merchandise that was paid for but never delivered? Is there a consumer protection office near my home town?

To try to answer these and hundreds of other questions consumers ask, my office has put together the *Consumer's Resource Handbook*. It describes in plain English the things we all can do to resolve problems, find helpful information, or locate the right government office or private organization for assistance. We consumers *do* have many resources available to help us, but often it's difficult to know where to find them. Many of the problems and frustrations we face in the marketplace stem from a lack of knowledge about where to go for help. This is when the *Consumer's Resource Handbook* will come in handy. You'll want to keep the free, 80-page *Handbook* by your phone as a ready reference for those times when your're not sure where to start.

The first Section of the *Handbook* is a complaint handling primer, outlining procedures to follow when you have consumer gripes and describing a number of organizations and sources of assistance.

Even the most cautious shoppers among us sometimes end up buying products that don't work right, receiving services that don't serve well, or dealing with merchants and manufacturers who are less than enthusiastic about resolving difficulties. Most businesses, however, depend on satisfied customers to stay in business. Reputable firms will make an honest effort to resolve problems, so instead of just grumbling about a problem, *let the firm know about it!* The *Consumer's Resource Handbook* discusses the tools and step-by-step procedures to use in getting your problems and complaints to the appropriate individuals and organizations and includes some very basic tips and information on such things as writing effective complaint letters.

Among the resources described are Action Lines, Better Business Bureaus, government consumer offices, small claims courts, private consumer groups, consumer-industry mediation panels, and others. We tell what they are, what they do, and how to find them in your area.

The second Section of the *Handbook* is a guide to government services and information. It explains exactly what the government *can* and *cannot* do in solving consumer problems. We have arranged this section topically, ranging from "advertising" to "weights and measures," with quite a bit in between. Under each topical heading we provide information on the agency or agencies having regulatory authority or otherwise dealing with a particular subject area. We specify whether an agency will handle individual complaints or will only take action if a number of complaints are received in a particular area which may, for instance, point to a health or safety problem. If agencies provide information materials, these are highlighted along with addresses and phone numbers. We also list regional offices of Federal agencies and many government toll-free telephone numbers.

The third and final Section of the *Handbook* is a directory of state and local consumer offices. Included are additional state government offices which can be called upon for information or assistance with problems dealing with aging, banking, energy, insurance, transportation, utilities, and weights and measures.

We think we've put together a valuable resource book for consumers. In future columns we will highlight frequently asked-about consumer topics such as credit, housing, car repair, mail orders and warranties, and we will pass on some of the helpful information contained in the *Handbook*. Of course, you can obtain a free copy of the *Consumer's Resource Handbook* by writing the Consumer Information Center, Dept. 635H, Pueblo, Colorado 81009.

Esther Peterson is Special Assistant to the President for Consumer Affairs and Director of the U.S. Office of Consumer Affairs.

W.D. Best reports on how survivor annuities are awarded

The U.S. Railroad Retirement Board awards annuities to the widows or widowers of insured railroad employees at age 60, or at ages 50-59 if totally disabled or at any age if caring for a minor or disabled child. Survivor annuities are also payable to the minor, disabled or student children of deceased railroaders and, under certain conditions, to dependent grandchildren or dependent parents. In addition, there are two types of lump-sum death benefits which may be payable to qualified survivors.

The following questions and answers describe the eligibility requirements for widows' and widowers' benefits, give illustrative benefit amounts and provide other information.

(1) What are the requirements for a widow or widower to be insured for survivor benefits under the railroad retirement system?

Benefits to the survivors of railroad employees are based on the deceased employee's combined railroad retirement and social security credits and paid by either the Board or the Social Security Administration, but not both. Monthly survivor benefits paid by the Board are generally 30 percent greater than the amount that would be payable under social security.

A widow or widower is insured for survivor benefits from the Board if the employee had 10 or more years of railroad service and a "current connection" with the railroad industry. Generally, the current connection requirement is met when the employee had 12 months of railroad service in the $2\frac{1}{2}$ working years before retirement, or death if earlier.

If these requirements are not met, the employee's railroad retirement credits are transferred to the Social Security Administration and any survivor benefits due are paid by that agency.

(2) How are survivor annuities calculated?

Survivor annuities consist of two tiers. The first tier is based on the employee's combined railroad retirement and social security credits and calculated in generally the same way as a social security survivor benefit. The second tier is 30 percent of the tier I amount. If a widow or widower had been receiving a spouse annuity before the employee's death, there is a guaranty that the survivor annuity will be at least as much as the spouse annuity.

The tier I portion of a survivor annuity is reduced by the amount of any social security benefits or other railroad retirement annuities to which the annuitant is entitled. However, widows and dependent widowers who were insured for social security benefits as of the end of 1974 and whose deceased spouses had 10 years of rail service before 1975, may receive an additional "windfall" amount in their annuities, which reflects the dual benefits available to them before 1975. If the widow or widower is a railroad employee entitled to an employee annuity, and either the deceased employee or the survivor had 10 or more years of railroad service before 1975, an additional guaranty amount may be added to the survivor annuity.

(3) How much can a widow's or widower's annuity amount to?

The average benefit awarded in 1979 to aged widows and widowers was about $375 a month; disabled widows and widowers received $285 on the average. The average family benefit for a widow or widower caring for children was $830.

(4) Is an annuity reduced if a widow or widower retires before age 65?

A widow or widower caring for a minor or disabled child can receive an annuity at any age without any reduction for early retirement. However, in other cases, a reduction for early retirement is made if the widow or widower retires before age 65. For widows and widowers retiring at age 60, benefits are reduced about 17 percent. For disabled widows and widowers retiring at age 50, benefits are reduced about 50 percent.

(5) Are widows' and widowers' annuities reduced if the annuitant receives a public pension?

The tier I portion of a widow's or widower's annuity may be reduced by the amount of any Federal, State, or local

government pension which is based on the annuitant's own earnings. For non-dependent widowers, these reductions apply immediately except for those on the rolls prior to December 1977. For widows or dependent widowers, the reduction applies only if they become eligible for public pensions after November 1982.

In any case, no reduction is made if the employment on which the public pension is based was covered under the Social Security Act as of the last day of the individual's employment.

(6) Can a widow's or widower's earnings affect the amount of benefits?

Yes. Like all other railroad retirement beneficiaries, a widow or widower would receive no annuity for any month she or he works for a railroad or railroad union. Also, benefit reductions may be made if the annuitant works outside the railroad industry. A widow or widower age 65 through age 71 may earn up to $5,000 in 1980 without any benefit reductions. A reduction of $1 in benefits is made for every $2 earned over $5,000. For widows and widowers under age 65, a reduction of $1 in benefits is made for every $2 earned over $3,720 in 1980. For the first year benefits are payable, an annuitant can receive benefits for any month in which he or she does not work or earns less than $1/12$ of the annual exempt amount.

No reduction is made for earnings in months after the annuitant reaches age 72. Starting with 1982, the earnings limitation will not apply to individuals age 70 or over.

These earnings restrictions do not apply to disabled widows or widowers under age 60, but their earnings are subject to special review for possible recovery from disability.

(7) Can a widow or widower who was divorced from an employee qualify for a survivor annuity from the Board?

No. Under the Railroad Retirement Act, survivor annuities are not payable to divorced widows or widowers. Railroad retirement law differs from social security law in this respect; under certain circumstances, social security survivor benefits are payable to divorced widows.

(8) When does a widow's or widower's annuity stop?

A widow's or widower's annuity stops at death; no payment is made for the month of death. A widow's or widower's annuity will stop if she or he remarries; if the annuity is based on caring for a minor or disabled child and the child attains age 18 or is no longer disabled (the annuity may resume when the widow or widower reaches age 60); if the annuity was based on disability and the widow or widower recovers from disability before age 60 (the annuity may resume if disability recurs within seven years).

(9) What are the two types of lump-sum benefits that may be payable to survivors of railroad employees?

The first type is an insurance lump-sum benefit which is intended to help with burial expenses. An insured status is required for this benefit, which is payable if no survivor is immediately entitled to an annuity upon an employee's death. The average insurance lump-sum benefit is currently about $775 for survivors of employees who were insured before 1975. For survivors of employees who became insured after 1974, the insurance lump sum amount is $225.

The second type is the residual lump-sum benefit; an insured

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status is not required for this benefit. The residual lump sum is intended to guarantee that railroad families receive at least as much in benefits as the employee paid in taxes before 1975, when railroad retirement taxes were generally much higher than social security taxes. Because most railroad families receive far more than the residual amount in benefits, residuals are generally not payable unless a widow or widower under age 60 waives rights to future annuities based on the employee's railroad retirement credits. The average residual lump-sum benefit is currently about $6,100.

For more information or assistance in applying for any railroad retirement annuity, contact the nearest district office of the Railroad Retirement Board.

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PET IS UNFAIR TO STEELWORKERS' MEMBERS

Union Label and Service Trades Department, AFL-CIO

News from Washington

By Michael Marsh

Washington observers often find key facts about what an Administration intends to do by combing through the President's budget. That proved to be true again this year in regard to the Carter Administration's plans affecting railroads and railroaders.

In President Carter's state of the union message to Congress he gave a generally upbeat picture of what he wants the legislators to do for the railroads. He seeks, he said, direct federal aid for "restructuring of failing railroads and improved employment efficiency," more funds for the Northeast Corridor Improvement Project, and prompt passage of "significant railroad deregulation legislation."

From the budget documents, though, you get a much more mixed picture of the Administration's goals. Before taking a look at these, one point should be made: The official federal budget is only summarized in the President's brief budget message to Congress. The new budget — covering proposals for fiscal year (FY) 1981, beginning next October 1 — consists of a thick volume 636 pages long, plus an even more swollen Appendix that runs to 1,174 pages.

Here, from these two budget documents, are some major plans of the Administration affecting railroaders:

On the railroad retirement system, the Adminstration will continue to press for changes to improve the system's actuarial status. Currently, the budget document warns, the "Tier II" pension fund — the segment that pays benefits above the social security level — is being depleted and "would be inadequate by 1984."

The Administration has put forward a plan to rebuild this fund. They want to boost taxes on the railroads by 2% of payroll, and cut future benefits by another 2% of payroll. The drafters of the budget evidently recognized that this will not "fly" in Congress, for they wrote:

"The Administration invites railroad labor and management jointly to propose sound long-term financing of the industry pension fund without added federal subsidies."

On a second retirement issue, the Administration has agreed to boosting the federal payment for "windfall" benefits to railroad retirees from $313 million in fiscal year 1980 to $350 million in FY 1981 — but they insist on limiting any future payments to the annual level. Rail labor has sought a federal payment of $363 million, as required to meet the cost of these benefits imposed by Congress on the rail retirement system.

Both of these retirement issues will undoubtedly draw attention in Congress this year.

On railroad restructuring, the budget document reveals that the Administration wants to drop the present program of loans and loan guarantees to help rehabilitate railroads, as provided under the Railroad Revitalization and Regulatory Reform Act of 1976.

Instead they want to substitute the new loan program mentioned by Carter in his state of the union message. The goal of this, as the budget document explains, would be to push railroads into "desired restructuring" — that is, to cut back their trackage and make new combinations.

In the official phrasing, the aim is to "eliminate redundancy in the rail system by promoting acquisitions, consolidations, coordinations, and/or mergers" — and also to "provide labor protection for workers displaced

by restructuring projects and promote labor productivity by providing loans to cover the costs of changes in work rules and operating practices."

For this, the Administration seeks total authorization from Congress of nearly $1.5 billion, with $250 million to be appropriated for FY 1981. The budget document adds: "Assistance in restructuring rail service in those geographic areas covered by the bankrupt Rock Island and Milwaukee Railroads will be a special priority in 1981."

Many railroaders may feel that 1981 is a bit late in the day to be offering help in the Rock Island and Milwaukee Road situations. However, the government has already made substantial loan guarantees for both those railroads. Transportation Secretary Neil Goldschmidt and Federal Railroad Administrator John Sullivan have also been working toward their own "solutions" — which involve restructuring, with major cutbacks in service by the Milwaukee and Rock Island.

On other rail programs, a notable fact in the FY 1981 budget is that total federal outlays for railroads are slated at $1,756 million (plus $40 million outlays under the new restructuring program) — down from $2,321 million in FY 1980. Thus the Administration proposes to cut back on help to the railroads, despite the impact of inflation on program costs and despite the energy-efficiency of railroad transportation.

For Amtrak, Carter is asking the amount already authorized by Congress for '81, namely $975 million. The budget also seeks an added spending authority of $750 million to complete the Northeast Corridor Improvement Program.

For Conrail, the new budget proposes to wind up the already-authorized federal investment of $3.3 billion with a final appropriation of $185 million. Knowledgeable sources have voiced doubt that this will be enough to enable Conrail to survive and turn the corner toward profitability.

A second Conrail issue concerns protective payments to adversely affected employees of the bankrupt railroads taken over by Conrail. The $250 million voted by Congress for these payments are expected to run out in February. The Administration would approve authorizing another $61.6 million for this, but only if Congress votes some restrictive changes in the benefit rules. Rail unions have urged another $250 million for this purpose.

These Conrail issues, like those on railroad retirement, are expected to draw congressional attention this year.

For railroad safety, the new budget proposes only a minimal boost in program costs, up from $29.1 million in '80 to $29.7 million in '81. Federal safety inspectors to check up on the railroads are budgeted to rise only from 399 in '79 to 409 in '80 and the same number in '81. The House Interstate Commerce Committee has urged for several years that 600 federal rail safety inspectors are needed. Rail unions have pleaded for at least that number.

The budget document states: "The level of effort in this program for 1981 will remain about the same as in 1980, while a study of total railroad system safety is conducted."

Our thanks to Congressman Harold T. Johnson, chairman, House Committee on Public Works & Transportation, for his most informative January 23, 1980 newsletter titled "Overview of Energy Problems." We think it is well worth reading, and is reprinted below:

As we finished the first session of the 96th Congress and now begin the second session, energy self-sufficiency remains one of the most serious problems facing Congress and the American people. Perhaps the problem can best be summed up with these facts: in 1973, oil imports cost us about $8 billion. In 1979, they cost more than $60 billion.

We all feel a sense of urgency about the energy situation, but it is difficult for people to agree on what should be done. Congress spent a good deal of time last year trying to put into place laws that will help lead us to a more secure energy future. The job has not yet been finished.

Energy Assessment

In terms of energy supplies and particularly oil, the short-term outlook seems pretty good, while the long-term picture remains uncertain. Americans are conserving — we are using between 5 and 10 percent less oil now than at the same time last year. Home heating oil and diesel fuel stocks have been built up to about 4 percent higher than last year, and should be adequate to get us through the winter.

Supplies of gasoline don't look as good — they're about 2 percent less than they were at the lowest point last year. Service station operators in Northern California tell me that they have been running out of fuel earlier in recent months. Crude oil stocks are being kept very high — about 10 percent above last year — by the oil companies. Some companies are hedging against future shortages, while others may be waiting for prices to go up before they sell off or use their stocks.

The cost of fuel, meanwhile, continues to rise, and there is no sign that the increases will let up. As the new year begins, OPEC oil prices are about double what they were at the start of 1979.

At the OPEC meeting in early December, members of the cartel failed to agree on how much to raise the $22 per barrel "official" price, leaving the way open for wild price leapfrogging by member nations. Following the most recent round of increases, Libya has at-

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tached a $35 price tag to each barrel of its oil. Venezuela, Indonesia, and Iraq are following close behind, bringing the OPEC average up to nearly $30 a barrel.

These and future OPEC price increases are expected to add about 10 to 15 cents to the cost of a gallon of gas by the end of the year.

Decontrol and the Windfall Profits Tax Bill

The cost of gasoline and other petroleum products will go up a few more cents per gallon this year as a result of the decision by President Carter to allow the price of domestic oil to rise to world levels. Under current regulations, about 6.9 million of the 8.5 million barrels produced in the U.S. each day must be sold for $6.80 a barrel if they were discovered before 1973, and for $14.50 a barrel if they have been discovered since then.

While these controls have been somewhat successful in holding down fuel costs, they have also created a number of problems. Oil companines have increased their oil imports rather than looking for and producing more oil here. Controlled price also encourage more consumption of oil and gasoline, and give OPEC more leeway to raise its prices for crude. In addition, controls have created these problems: the development of synthetic fuels and alternative energy forms have been delayed due to artificially low domestic oil prices; the complex gasoline price regulations cost taxpayers millions to administer, and have been widely abused by some oil dealers; and the difference in oil costs to refiners has required the establishment of the Department of Energy's awkward and expensive entitlements program.

Getting rid of controls will relieve these problems, and will create new opportunities to reduce oil imports. Congress has been debating the question of what is to be done with the money oil companies will earn when they are allowed to charge $30 or so for domestic oil that had been held to either $6.80 or $14.50 a barrel.

When Congress adjourned just before Christmas, House and Senate conferees on the windfall profits tax bill had agreed on a set of taxes that are expected to raise $227 billion. Although it has yet to decide on the tax rate for oil discovered since 1978 by independent producers, the conference panel is expected to wrap up its work soon now that Congress has returned.

Increased Oil Production

The conference bill would leave about 50 percent of the excess profits in the hands of the oil companies. Hopefully, these funds will be used to locate and develop new, "hard-to-get" oil supplies, such as "heavy oil", tar sands, and the large amounts of light crude that up to now have been too expensive to produce from conventional wells. America's reserves of this hard-to-get oil are estimated to be ten times greater than supplies of conventional crude oil.

The $227 billion in revenues from the windfall profits tax will be used for new energy development, aid to mass transit, and low-income energy assistance. In order to help low-and middle-income persons deal with higher energy prices, Congress has already passed legislation providing $1.35 billion for home heating fuel users. Congress is considering other energy cost relief measures, including a bill which would provide $3 billion in block grants to the states for assistance to low-income persons in 1981. The exact amount of assistance available to Northern Californians will not be known until a compromise windfall profits bill is approved by both Houses.

Oil Company Abuses

The Departments of Energy and Justice are now trying to obtain the return of billions of dollars of overcharges made by major oil companies in recent years. Under government regulation, oil companies have found it easy to either intentionally or accidentally charge consumers too much for petroleum products. After the lifting of the complex price and supply regulations, pricing and distribution will be governed by the natural competitive forces of the marketplace, and oil company profits will be heavily taxed.

Not only oil companies, but also some dealers have been guilty of overcharging. Surveys in the Washington, D.C. area, for example, found that between 20 to 40 percent of the stations surveyed were charging customers too much for gas. Although Federal law enforcement officials try to monitor prices at as many stations as possible, the task is obviously a difficult one.

Fast Track Legislation

Many people feel that energy production has been held up by overlapping government regulations. To help eliminate unnecessary delays and duplicative regulations, Congress has drawn up plans for an Energy Mobilization Board that would give important energy projects special attention by placing them on a "fast track." By the end of the first session, House and Senate conferees had nearly completed a final version of this legislation. They have yet to make an important decision, however: whether the EMB should have authority to recommend the setting-aside of substantive laws that block the way of import projects.

I believe that the urgent need to reduce oil imports requires that proposals for major energy projects be given top priority and expeditious treatment. I will not, however, vote "yes" on any fast track bill that would endanger local control or increase the potential for harm to the environment.

Energy Alternatives and Conservation

Assuring that we will have enough energy to keep the economy healthy and our standard of living high *means diversifying our*

energy sources and using energy more efficiently in the future. During the past year, Congress examined various incentives to get the country moving in these directions, and programs already in place began to pay off.

SOLAR ENERGY — The attractive thing about solar energy systems is that the source of heat or power is dependable and free. The expected passage of a bill now in conference would create a Solar Bank which would make loans and grants available to families for putting solar heating and cooling systems in their homes. Congress will also probably pass a bill creating incentives for the development of some wind power for generating electricity.

In 1979, Federal support of solar energy development topped $1 billion. This funding was used for the research and development projects of the Energy Department, and for providing the 30 and 20 percent income tax credits for solar installations in homes and buildings.

FOSSIL ENERGY AND SYNFUELS — Most of the technology for extracting hard-to-get oil has been developed by the oil companies, with some research help coming from the Federal Government. There is another potential source of fuel that will require greater assistance from government in order to get started: synthetic fuels.

These fuels — such as oil and gas from shale and coal, and alcohol from wood and farm wastes — could replace oil for many applications. But they are more difficult and, until recently, more expensive than oil to produce. In order to get budding synfuel industries on their feet, Congress has appropriated $4.4 billion in start-up funding. In addition, House and Senate conferees have nearly cleared the way for passage of a bill creating a national synfuels corporation, which would be authorized to provide a total of $20 billion in loans and loan guarantees.

Scientists and engineers employed by DOE have been working with industry to make the most out of our Nation's abundant fossil fuel supplies. These efforts have resulted in the completion last fall of a full-scale "fluidized bed" coal-fired power plant, which can burn high-sulfur coal without using expensive air pollution equipment. Also in the works are two full-scale plants for taking the pollutants out of coal before it is burned, two plants for producing oil from coal, and a plant which will produce gas from coal.

In 1980, $840 million will be spent on programs for obtaining pollution-free energy from different types of fossil fuels, including those which previously had been too expensive to recover.

GASOHOL — Incentives for gasohol production beyond those which already exist are contained in a bill now before a joint House-Senate conference committee. The bill is intended to encourage the production of gasohol from agricultural products and wastes, and will do so by authorizing a combination of loans, and loan and price guarantees to alcohol fuel producers.

A 20 percent investment tax credit and an exemption from the regular 4 cent Federal excise tax on gasoline, plus state incentives, have enticed a number of gasohol producers, including some in Northern California, to convert agricultural wastes to useable fuel. Millions in grants and loans from the Economic Development Administration and the U.S. Department of Agriculture are being used to aid in the construction of alcohol fuel plants throughout the country. Also, an announcement has been made by the Administration that a major new gasohol program will be undertaken using corn embargoes from shipment to the Soviet Union as a result of its military action in Afghanistan.

NATURAL GAS — An amendment to the windfall profit tax bill, now in conference, would provide a 40 cent per thousand cubic feet incentive for the development of hard-to-get natural gas. Passage of this measure, combined with the 1978 Natural Gas Policy Act, will virtually eliminate the chance of a natural gas shortage in the years ahead. However, as Northern Californians know, gas prices continue to rise.

NUCLEAR — In response to the recommendations presented in the report of the President's Commission on the Accident at Three Mile Island, Congress passed a Nuclear Regulatory Commission authorization bill which provides for the placement of a Federal inspector at all operating nuclear plants, and other safety improvements. Continuing study of the Three Mile Island accident has precluded the licensing of any new nuclear plants for the time being. Over $1 billion is budgeted for the nuclear power research programs of DOE in Fiscal Year 1980.

GEOTHERMAL — Heat from beneath the surface of the earth can be used to heat water and air from buildings and to generate electricity. This past Session of Congress, the House passed a bill which would more than double the amount of Federal lands that can be used for the development of geothermal energy. In California, new projects in the Susanville area will use geothermal energy to generate electricity, and to heat greenhouses, farms, and public buildings.

CONSERVATION — Although few people would like to see gasoline rationing put into place, the Congress passed legislation giving the President important *standby* authority to impose rationing in the event of a national emergency. The same bill mandates the development of state and Federal programs for conserving fuel.

In previous years, Congress passed legislation providing auto fuel efficiency standards (20 mpg in 1980); homeowner conservation tax credits (15 percent of up to $2000 expended); weatherization grants totaling $500 million; home

energy audits by utility companies; and weatherization assistance to schools, hospitals, and all Federal buildings. Increased funding for enforcement of the 55 mph speed limit and the development of energy efficiency standards for appliances, buildings, autos, and factories has been made available.

MASS TRANSIT — The 1980 Department of Transportation appropriations bill included substantial increases in funding for mass transit systems, including buses, subways, and van pools. Congress has authorized $1.3 billion of a proposed $13 billion program for these programs this year. Money for rural transportation systems will soon be made available to communities in Northern California.

When Congress cut Amtrak routes by 20 percent earlier this year, it forced the passenger railroad corporation to concentrate its efforts and resources on the routes with the best potential for increased use. I am continuing to work with Amtrak to try to make the Coast Starlight route more appropriate to the needs of Northern Californians.

Gasoline Tax

It has been suggested by some Members of Congress and some Administration officials that either a 50 cents per gallon gasoline tax or a $5 per barrel oil import tax would help reduce fuel consumption and petroleum imports. Legislation to implement these ideas has not passed either House or Congress, and I will oppose such legislation unless it provides substantial relief for lower income persons and rural area.

The U.S. has been successful in urging other nations to reduce their OPEC oil imports, and we have reduced our own to 5 percent below what they were last year at this time.

Signalmen hold training school for local chairman

Class instructor for handling claims and grievances was M. B. Frye, BofRS vice president (standing). Training session also covered Hours of Service Act application to signalmen.

A two-day training school was held for local chairmen in Denver, CO, which attracted 30 Brotherhood members. Claim and grievance handling and the duty of fair representation were fully explained by M. B. "Pete" Frye, BofRS vice president. W. W. Lauer, director of research, discussed and answered questions on the Hours of Service Act and how it applies to signalmen.

General direction of the school including handling the myriad of details for the classroom and various functions, was done by John T. Bass, vice president. President R. Thomas Bates gave members current information on activities affecting the Brotherhood including data on the Milwaukee Road and Rock Island situations.

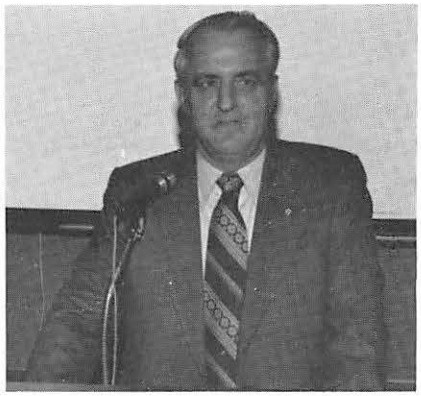
In connection with the training sessions, two dinners were hosted by Robert Tramuto of Downman, Jones & Granger; and by John Rossi of Morrisard & Rossi. Both attorneys briefly described the Federal Employers' Liability Act and how it can help injured Brothers.

On the day prior to the two-day training session on December 1 and 2, the Santa Fe and Union Pacific general committees met separately. General Chairman W. R. Evans called his general committee together to discuss current agreement negotiations with the Union Pacific. Richard R. Van Vacter, Santa Fe general chairman, called his committee to a meeting to discuss activities brought about by the BofRS convention.

William A. Class, Jr. general chairman, and T. L. Reiners, local chairman of Lincoln Lodge 119, from the Burlington Northern attended the two-day training session.

George E. Jones, local chairman of Local Lodge 24, is from the Denver & Rio Grande Western. Kansas City Southern was represented by Winston Johnson, local chairman of Local Lodge 185.

Santa Fe general committee held a meeting the day before the two-day training school in Denver. Shown here (left to right) seated are: Robert H. Lawless, local chairman, Midwest Lodge 33; O. L. Carter, local president, Rocky Mountain Lodge 161; W. L. Coonce, local chairman, Mission Lodge 156; Richard R. Van Vacter, general chairman; W. H. Little, local chairman, San Joaquin Valley Lodge 173; C. F. Bollacker, Jr., local chairman, Local 161; and Edward W. Swecker, local chairman, Navajo Lodge 172. Standing (left to right) are: Winston A. Johnson, local chairman Local Lodge 185(MKT); Glen C. Banzhaf, local chairman, Santa Fe Lodge 121; Darrel E. Johns, local chairman, Local 161; James R. Riggs, local chairman, Carrollton Lodge 20; Robert C. Page, local chairman, Local 33; George E. Jones, local chairman, Local Lodge 24 (D&RGW); C. L. Wade, local chairman, Local 121; and R. L. Leach, local chairman, Local 33.



An update on national affairs affecting the BofRS was the message brought to the training school by President Tom Bates.

Union Pacific signalmen at the training session also attended a general committee meeting. Shown here (seated left to right) are: D. C. Whinery member of Rock Springs Lodge 8 and shop steward; William R. Evans, general chairman; W. M. Lucas, local chairman, Local 8; Norman Hansen, recording & financial secretary, American Lodge 111; and Marion W. Brown, local chairman, Local 8. Standing (left to right) are: D. H. Kohler, local chairman, Local 8; Ronald L. Hinkley, local chairman, Portland Lodge 155; J. G. Welch, recording & financial secretary, Local 8; BofRS President Tom Bates; Benjamin E. Price, local chairman, Eureka Lodge 19; BofRS Vice President John T. Bass; and Leonard M. Priel, local chairman, Local 8.

Enjoying a coffee break are (from the left) M. B. Frye, vice president; M. D. Hayden, investigator for Morrisard & Rossi law firm; John T. Bass, vice president; and W. E. Ferguson, former general chairman, Denver & Rio Grande Western.

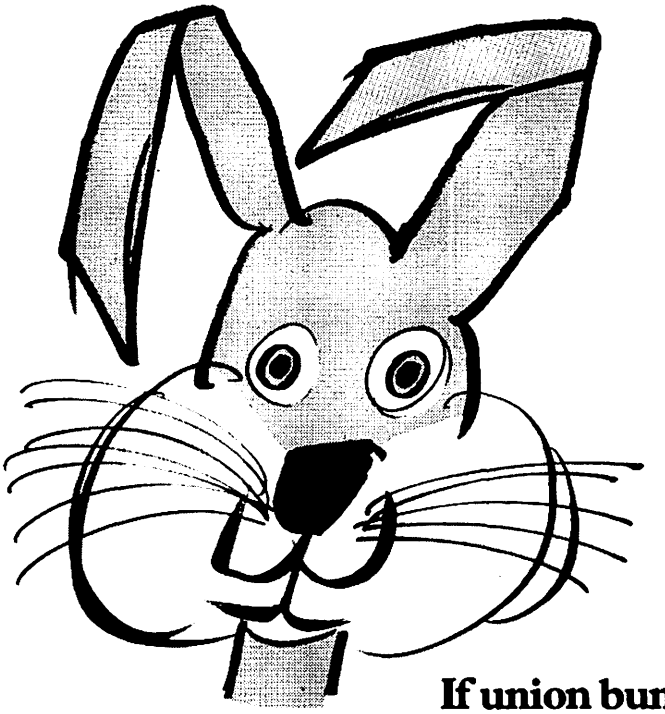
Missouri-Kansas-Texas Labette Lodge 116 had two signalmen at the training school. They were B. D. Maxwell, local chairman, and Chuck Spears, first vice president. Steven R. Parker, local chairman of Missouri Lodge 72 is from the Missouri Pacific.

Santa Fe had 13 signalmen at the training school. They were Glen C. Banzhaf, local chairman, Santa Fe Lodge 121; Clyde F. Bollacker, Jr., local chairman Rocky Mountain Lodge 161; O. L. Carter, Jr., local president, Local 161; Wilbert L. Coonce, local chairman, Mission Lodge 156; Darrel E. Johns, local chairman, Local 161; Robert H. Lawless, local chairman, Midwest Lodge 33; R. L. Leach, local chairman, Local 33; W. H. Little, local chairman, San Joaquin Valley Lodge 173; Robert C. Page, local chairman, Local 33; James R. Riggs, local chairman, Carrollton Lodge 20; E. W. Swecker, local chairman, Navajo Lodge 172; Richard R. Van Vacter, general chairman, and C. L. Wade, local chairman, Local 121.

Union Pacific had nine signalmen at the Denver training session in December. They included Marion W. Brown, local chairman, Rock Springs Lodge 8; William R. Evans, general chairman; Norman Hansen, recording & financial secretary, American Lodge 111; Ronald L. Hinkley, local chairman, Portland Lodge 155; Dale Kohler, local chairman, Local 8; W. M. Lewis, local chairman, Local 8; B. E. Price, local chairman, Eureka Lodge 19; J. G. Welch, recording & financial secretary, Local 8; and D. C. Whinery, member of Local 8 and shop steward.

O. C. Lewis, general chairman, Western Pacific, Southern Pacific, Missouri-Kansas-Texas and Texas Mexican attended the two-day training session in Denver.

when you're Spring shopping, look for the union label.



If union bunnies don't, who will?

INT'L. LADIES GARMENT WORKERS UNION. AFL-CIO

U.S. National Agreement Book has been updated.

Revisions to the Master National Agreement Book (the green 3-ring binder) are available. These 1979-80 revisions include the July 27, 1978 agreement, plus major revisons to other agreements in this book. Those who have purchased the MNA Book will receive copies of the revisions. To be sure that your book is up to date, here is a list of the pages that will be in an up-to-date book:

Master National Agreement Book (title page)
National Agreements in the U.S. (Bates-Best letter)
Contents 1979
A Summary of wage changes (page **A-1-74** through **A-4-74; A-5-79** and **A-6-79)**
B Summary of other benefits (pages **B-1-74** through **B-4-74** and **B-5-79)**
C Washington Job Protection Agreement (pages **C-1-74** through **C-10-74; C-11-75** through **C-21-75)**
D Vacations (pages **D-1-79** through **D-4A-79; D-5-74** through **D-103-74)**
E Union Shop Agreement (pages **E-1-74** through **E-15-74)**
F Holidays (pages **F-1-76** through **F-5-76)**
G Claim and grievance handling (pages **G-1-74** through **G-2-74; G-3-79)**
H Health and welfare (pages **H-1-79** through **H-3-79)**
I Force reductions (page **I-1-74)**
J Employment security (pages **J-1-74** through **J-10-74; J-10A-80; J-10B-80; J-11-74** through **J-24-74)**
K Travel time and away-from-home expenses (pages **K-1-74** through **K-14-74; K-15-79** through **K-16B-79; K-17-74** through **K-41-74;** and **K-42-79** through **K-44-79)**
L Off-track vehicle accidents (pages **L-1-79** through **L-6-79)**
M Jury duty (page **M-1-79)**
Mc Current national agreement (pages **Mc-1-79** through **Mc-33-79)**
N Overtime (pages **N-1-74** and **N-2-79)**
O Camp cars (page **O-1-74)**
P Apprentice programs (pages **P-1-74** through **P-4-74)**
Q Change of residence (page **Q-1-74)**
R Earnings deduction in discipline cases (page **R-1-74)**
S Supplemental sickness benefits (pages **S-1-74** through **S-2-74; S-3-79** through **S-36-79)**
T Union dues checkoff (pages **T-1-74** and **T-2-74)**
U Amtrak C-1, C-2 (pages **U-1-74** through **U-27-74)**
V Seniority Modification Agreement (pages **V-1-76** through **V-13-76)**
W Employee information (page **W-1-79)**
X Bereavement leave (page **X-1-79)**

Those desiring to obtain a complete up-to-date book with all revisions can send $7.95 to the Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056. Please make check or money order payable to the Brotherhood of Railroad Signalmen. Be sure to include your current mailing address. If a member, please include your certificate number.

Dear Consumer

The Last Consumer Purchase

By Esther Peterson

In the past few years our office has produced several brochures and tips on inflation fighters that deal with the high cost of *living* — how to shop around for the best interest rate on a loan or for the car with the best miles-per-gallon rating.

But the high cost of *dying?* Irrational or not, people are hesitant to learn how to comparison shop, investigate, and plan for funerals, even though they are a major expense. Something just "doesn't sound right" when we talk about the high cost of dying. And I am convinced that our reluctance to preplan our final consumer action many times forces our loved ones to make hasty, emotional, and expensive funeral arrangements that may not be in keeping with *our* wishes or *their* ability to pay for services and products.

I often think of a young woman I knew whose husband died suddenly. Rather than go alone to the funeral home, her minister's staff assistant agreed to go with her to help make the funeral arrangements. Among other things, this person discreetly steered the new widow away from the more elaborate and handsomely displayed caskets toward another part of the room where the simpler ones were displayed (one of which she selected). She later reported that the funeral home salesman dubiously (but ever so gently!) whispered that he hoped the simple casket would be "big enough" to accommodate the body. The widow added that at that point, without the assistance of the church worker, she would surely have picked the largest, most expensive coffin in sight. Her reaction to the salesman's remark typifies the extreme vulnerability we often feel under such circumstances. How much better to make sure that her small insurance policy remained "big enough" to take care of her two small children until she could find a way to support them.

Even if Congress ultimately decides that the Federal Trade Commission should not issue a funeral trade practices rule, there are some things everyone can do and think about — before the need arises.

First of all, if you believe (as I do) that funerals should be simple and dignified, but not excessively expensive, you may be interested in joining a nonprofit Memorial Society, a voluntary group of consumers who have joined together to preplan their funerals. These nonsectarian Memorial Societies are located in more than 170 cities in the United States and Canada, and almost all of them belong to the Continental Association of Funeral and Memorial Societies (1828 L Street, N.W., Washington, D.C. 20036) or the Memorial Society Association of Canada. Lifetime membership fees range from five dollars to $25. This money is used primarily for record-keeping and consumer education expenses. I belong to the Memorial Society of Metropolitan Washington (D.C.) and found it to be most helpful during a recent personally trying time.

Many Memorial Societies have agreements with local funeral directors to work with consumer members to make sure their wishes are carried out at reasonable prices. The Societies, however, are not in the business of selling funerals.

An information packet describing the activities of Memorial Societies will be sent to you if you write to the Association whose address is given above. Included in the packet will be information on anatomical gifts and uniform donor cards for persons who agree to leave their kidneys, eyes, bones or other parts of their bodies for research or for transplanting into the living. More comprehensive information on anatomical gifts, cremation, and special emotional needs at the time of death is contained in *A Manual of Death Education and Simple Burial* which is for sale by the Association.

Another book, *The Price of Death,* published several years ago by the Federal Trade Commission's Seattle Regional Office, explains, among other things, terms common to death-related industries but which might be unfamiliar to you — words such as "columbarium," "entombment" and "double-depth grave." It is available for $1.05 from the Superintendent of Documents, No. 018-000-0185-3, U.S. Government Printing Office, Washington, D.C. 20402.

Finally, there is the St. Francis Center, a nondenominational association whose main function originally was to provide inexpensive pine coffins and ash boxes. The activities of the Center have been expanded to include education in the field of death and dying and to counsel bereaved and seriously ill persons. This group also works closely with Memorial Societies. For information on the Center's program, write to St. Francis Center, 1768 Church Street, N.W., Washington, D.C. 20036; telephone 202-234-5613.

My next column will cover specific questions that are asked concerning conventional funerals, funerals that now cost an average of $2,400, including the cost of actual burial and purchase of cemetery plots — as well as questions about alternatives to funerals.

Esther Peterson is Special Assistant to the President for Consumer Affairs and Director of the U.S. Office of Consumer Affairs.

OPEN ENROLLMENT FOR FURLOUGHED AND RETIRED EMPLOYEES OF THE MILWAUKEE ROAD

Effective March 1, 1980, Employees of the Milwaukee Road transferred from Hospital Association coverage to Non-Hospital Association coverage. All Active Employees who were formerly covered under Travelers Group Policy Contract GA-23000 for Life Insurance Benefits and Dependent Health Benefits on February 29, 1980 became covered for Employee Health Benefits on March 1, 1980. In connection with this transfer, an open enrollment period in March, April, and May has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111 for former Milwaukee Road employees not currently enrolled. During these months, any retired Milwaukee Road employee or an employee who is on leave of absence, furlough or suspension with respect to his railroad employment on the Milwaukee Road and who while in active employment was covered under Group Policy Contract GA-23000 may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employee must have been covered under the Group Policy Contract GA-23000 while in active employment and submit a completed enrollment form with his check or money order for the required monthly payment before June 1, 1980.

For those signing up during this three-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed form and the check for the required monthly payment.

There are five plans available; three for individuals not eligible for Early Retirement or Medicare benefits, one for those who are eligible under Medicare and one for retired employees covered under the Early Retirement Major Medical Benefit Plan (GA-46000).

Plans A, B and C — For Persons Not Eligible For Early Retirement or Medicare Benefits

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits, Chemotherapy Benefits and Polio Expense Benefits.

Plan C only provides Supplemental Major Medical Expense Benefits in addition to the basic Hospital, Surgical, Medical, Radiation Therapy Benefits and Chemotherapy Benefits. It is important to understand, however, that the covered expenses considered under the Supplemental Major Medical Expense Benefits are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above. For example, reasonable Hospital room and board charges in excess of $55 daily or reasonable surgical charges in excess of the amount in the Schedule would be covered Supplemental Major Medical expenses. However, charges for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the other benefits under Plan C would not be covered expenses under the Supplemental Major Medical Expense Benefits provisions.

Plan D — For Persons Eligible Under Medicare

Plan D supplements full Medicare benefits and provides Hospital, Medical and Major Medical Expense Benefits. The Hospital Benefit covers hospital expenses over and above those which Medicare provides during the first 90 days of confinement, but not in excess of the amounts shown in the outline below, plus hospital board and room charges for semi-private rooms up to $90 per day for an additional 90 days. The Hospital Benefit was liberalized January 1, 1980 to take care of the increase in the Deductible and Co-insurance amounts required by Medicare.

The Medical Expense Benefit pays the first $60 of the total of charges in a calendar year for surgery, doctor's in-hospital visits, X-ray and laboratory examinations, and emergency out-patient hospital expense incurred within 72 hours of an accident or surgery.

The Ambulatory Surgical Center Benefit pays for the services and supplies furnished by an Ambulatory Surgical Center in

Here is an outline of benefits available under these three plans:

	PLAN A	PLAN B	PLAN C
HOSPITAL BENEFITS			
Room & Board – Daily Benefit up to	$ 20	$ 35	$ 55
Room & Board – Maximum per confinement*	1,400	2,450	3,850
Hospital Extras and Emergency Out-patient, including Ambulatory Surgical Center Expense, up to* (Including Ambulance service up to $25)	200	700	1,000
SURGICAL BENEFITS			
Per Schedule up to	300	450	550
Obstetrics	(Not Covered)	112.50	137.50
DOCTOR'S VISITS IN-HOSPITAL			
Per day of hospital confinement	(Not	5	5
Maximum per confinement*	Covered)	350	350
RADIATION THERAPY BENEFITS			
Per Schedule – Maximum per Calendar Year; or for any one injury or sickness	(Not Covered)	200	300
CHEMOTHERAPY BENEFITS			
Maximum per Calendar Year	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000
SUPPLEMENTAL MAJOR MEDICAL BENEFITS	(Not Covered)	(Not Covered)	50,000

*Successive confinements due to the same or related causes are considered as one confinement unless there is a complete recovery from the injury or sickness causing the earlier confinement.

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connection with a surgical procedure performed there. Up to $144 for one accident or the same or related sicknesses is payable for services and supplies furnished within 24 hours of the procedure (within 7 days before procedure for diagnostic tests).

The Major Medical Expense Benefit is a very valuable part of this plan. After the insured person has paid the first $50 of expense incurred in a calendar year, the plan picks up 80 percent of reasonable "covered expenses" in excess of that $50, the benefits payable under Medicare, and the basic Hospital and Medical Expense benefits. The maximum payable as to each insured person is $50,000.

Here is an outline of Plan D:

HOSPITAL BENEFITS

$180 for the first 60 days (Medicare Deductible)
$ 45 per day from 61st through 90th day (Medicare Co-insurance)
up to $90 per day from 91st through 180th day.

AMBULATORY SURGICAL CENTER BENEFITS

...ll charges in connection with one accident or the same or related sicknesses.

MEDICAL EXPENSE BENEFITS

First $60 of the total of charges in a calendar year for

Surgery
Doctor's In-Hospital visits
X-ray and Laboratory Examinations
Emergency Out-Patient Hospital Expense within 72 hours of an accident or surgery

MAJOR MEDICAL EXPENSE BENEFITS

$50,000 Maximum, with $1,000 automatic restoration each January 1.

Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical, it is very important that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. Any person becoming eligible under Medicare, either because of attaining age 65 or becoming disabled at any age, must enroll under Plan D if coverage complementary to Medicare is desired.

Shown below is a Medicare Authorization form which, when completed by eligible persons and sent to The Travelers will allow prompt handling of claims involving Medicare benefits.

Name of Medicare Insured–Employee
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

Employee–Social Security Number or Railroad Retirement Board Number.

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Employee

Date Signed

Name of Medicare Insured–Dependent
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Dependent

Date Signed

GI-46706

A separate form should be carefully completed for each person to be insured under GA-23111 who is also insured under Medicare.

The Health Insurance Claim Number may be obtained from each person's Medicare Health Insurance Card.

The signed Authorization(s) should be submitted with your enrollment form as it will allow The Travelers to process any future benefits for which you may be eligible under Group Policy GA-23111, using the information supplied by you and your physician in order for you to obtain Medicare benefits.

Plan E — For Persons Covered Under The Early Retirement Major Medical Benefit Plan

Plan E supplements the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000) for employees who retire at or after age 61 and on or after July 1, 1978 under the 60/30 provisions of the Railroad Retirement Act of 1974 and who become insured under GA-46000.

Generally, the Plan will pay, after satisfaction of a $100 deductible, 80% (65% for mental or nervous disorders while not confined as an in-patient in the hospital) of Covered Expenses not paid under the Early Retirement Major Medical Benefit Plan. For example, if an eligible person had $5,100 in covered expenses, benefits would be computed as follows:

Covered Expenses	$5,100
Early Retirement Plan (GA-46000) pays	4,000
Amount not paid by GA-46000	1,100

Less Plan E Calendar Year Deductible	100
	$1,000
	x 80%
Plan E pays	$ 800

As shown by this example, the combined benefits of the Early Retirement Plan and Plan E will pay 96% of covered expenses after satisfaction of a $100 calendar year deductible.

The Plan E maximum is $200,000 as to each covered person.

HOW TO ENROLL:

In order to enroll, simply fill out and sign the enrollment form reproduced below.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Persons eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

GA-23111

This Completed Form Together With The Required Payment Is To Be Sent To:

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 061

NAME OF EMPLOYEE *(Please Print)*	EMPLOYEE SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE	EMPLOYEE HEALTH INSURANCE CLAIM NUMBER
Last First Middle Initial		*Mo. Day Yr.*	

HOME ADDRESS OF EMPLOYEE	REPRESENTED BY WHAT UNION?
No. and Street City State Zip	

NAME OF EMPLOYER (RAILROAD)	DEPARTMENT	DIVISION	LOCATION	EMPLOYEE NO.	DATE LAST WORKED	DATE OF EMPLOYMENT
					Mo. Day Yr.	

If you are covered by medicare as a result of disability, please attach a copy of the medicare card.

If disabled at date last worked, please so indicate.

REASON FOR LEAVING ACTIVE EMPLOYMENT

☐ RETIRED ☐ DISABLED Date applied for Railroad Retirement Annuity _____. MO. DAY YR.

☐ PREGNANCY ☐ SUSPENDED ☐ TERMINATED

☐ FURLOUGHED ☐ LEAVE OF ABSENCE

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT				
	Persons Not Eligible Under Medicare			PLAN D Each Person Eligible Under Medicare	PLAN E Persons Eligible Under Early Retirement Major Medical Plan
	PLAN A	PLAN B	PLAN C		
Employee only	☐ $ 6.65	☐ $17.19	☐ $56.00	☐ $23.00	☐ $13.50

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in the pamphlet (Form GI-47635) furnished to me in connection with Group Policy GA-23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

Signature of Employee _____ Date _____

Wells on Health

By **Marion Wells,** Research Direction, American Physical Fitness Research Institute

Christmas shopping is over. But the new year is bringing a new aid to giving ourselves and others gifts that take less energy.

It's yellow and black. You'll find it on seven major categories of appliances by around mid-May. A little mental energy to learn about it can pay off with some very nice presents in the pocketbook.

What is it? It's called an "EnergyGuide" label. Look for such labels on refrigerators and refrigerator-freezers, freezers, dishwashers, water heaters, clothes washers, room air conditioners, and furnaces.

May you pay less for a product in the long run by spending a little more at the start? An "EnergyGuide" label will help you find out.

Purchase price is not the only cost factor to consider. Also important is how much the item will add to your fuel bill each year.

"EnergyGuide" labels will help you shop wisely by providing tools to make some revealing comparisons. Included on the yellow and black labels will be:

Either an energy efficiency rating for the product or an estimate of its annual energy cost, based on "national average energy rates."

Estimates of the highest and lowest energy costs or efficiency ratings for similar sized models in that same product category.

"A chart allowing the consumer to estimate the yearly cost of running the appliance based on local utility rates."

Then it's up to you, the buyer, to ask yourself a few key questions.

" 'Are the appliances comparable in size and features?' "

" 'What is the price of the energy-efficient model?' "

" 'What is the price of the standard model?' "

" 'How often will you use the product?' "

" 'What is your local energy rate?' "

" 'How much will each model cost you to run yearly, based on your local energy rate?' "

" 'How long do you expect to keep the appliance?' "

You may find a more energy-efficient model costs a bit more to buy. But this may be balanced or outweighed by fuel bill savings over time.

Of course, energy cost information on the labels is an estimate only. Other factors, such as how you use an appliance, also affect its impact on your fuel bill.

So save energy and money by keeping products in good repair, turning them off when not in use, and choosing the one that will take less energy to get the job done.

Doing your part to save energy can mean more power to your pocketbook!

Can "household helpers" become household hazards? Yes, unless you make safety a household word!

A Kemper Insurance Companies pamphlet calls today's home "a potentially dangerous chemical laboratory." But householders often fail to follow precautions with the chemistry set in the cleaning cabinet that are standard operating procedure in professional labs.

For example, in two separate incidents, one person died and another went to the hospital after unwisely playing "household chemist." Both made the mistake of mixing household bleach with a cleaner they were using to remove stains from "bathroom china." The "experiment" yielded a deadly gas.

Forming a toxic gas is one unexpected, unpleasant peril you may risk with such chemical "experiments." Kemper's pamphlet title, "Silent Menace In And Around Your Home," is very appropriate here.

Vapors and gases often can't be seen, or smelled, or both. And many of us are less alert to the dangers of poisoning by inhalation than we are to poisoning by ingestion.

The very least a household chemist risks is wasting money. People may think just because two cleaners work well by themselves, they'll work still better if mixed together. This assumption is false. You may wind up with something that's less effective. Or you may get a "brew" that actually damages what you're trying to clean.

What are some samples of things you should never mix?

The U.S. Consumer Product Safety Commission warns: ". . . chlorine bleach mixed with ammonia, toilet bowl cleaners, and drain cleaners may release hazardous gases . . ."

Kemper's pamphlet also cautions: "Bleaching agents or bathroom fixture cleansers must not be mixed with vinegar, with oven cleaner, with rust remover, [or] with lye. In fact, for absolute safety, never mix bleaching agents with any other cleaning compounds."

Remember, these are just examples, not an all-inclusive list. The feeling at Kemper was that given today's sophisticated products, it takes a real chemist to know enough to fool with combinations.

So the safety suggestion this writer liked most was: As a general rule of thumb, never mix any household chemicals together unless the labelling specifically says a particular combination is okay. Then, follow label directions for doing so.

There are plenty of other chemical hazards around the house, even without mixing your own. Read the label before you buy it, store it, or handle it.

Choose and use the least hazardous cleaner that will get a job done. Heed label instructions. And make sure there's plenty of ventilation when using chemical products. "Never allow the vapors to build up to a high concentration; leave the area promptly if you feel the least bit unwell."

Readers wishing free single copies of the booklet, "Silent Menace In And Around Your Home," can write to Kemper Insurance Companies, Communications & Public Affairs Dept., D-1, Long Grove, Illinois 60049.

how boycotts have helped workers win economic justice

One of the most effective ways Unions have found to help win their struggles for economic justice has been through product *boycotts* in the marketplace.

Boycotts helped the Amalgamated Clothing Workers win their long strike against Farah Manufacturing Co. Boycotts helped a coalition of Unions win a fair settlement against General Electric in 1970. Boycotts helped the United Rubber Workers win their recent strike. And, of course, who will ever forget the epic grape (and lettuce) boycotts conducted by the United Farm Workers?

The use of the word "boycott" developed out of the sufferings of Irish peasant farmers during the late 19th Century. A land agent representing British landlords — named *Boycott* — was notorious for the starvation wages he paid, and for his frequent evictions of poor farmers for petty reasons.

In 1880, as a last desperate measure, the peasants of County Mayo decided to cease all services to the Boycott family—and thereby *boycott* them. The Irish Land League, an organization protesting evictions, made use of the new tactic and widened its use to a refusal to purchase goods produced by unfair employers.

One of the first early American uses of the *boycott* came years before the American Revolution. Colonists were very unhappy with certain British actions, such as the Stamp Act of 1765, and decided to retaliate by refusing to import British goods — a *boycott*. The Boston Tea Party of 1773 was itself an effort to enforce a boycott on British tea.

A boycott poster the Revolutionary War era read:

> *"It is desired that the Sons of Liberty would not buy any one thing of them (names of merchants) for in so doing they will bring disgrace upon themselves forever and ever. Amen."*

The boycott was used early in 1834 by striking shoe binders and cordwainers in Lynn, Massachusetts, urging that the citizens of Lynn should not patronize the shoe manufacturers. The technique was refined later in the 19th Century when "sentinels" (today known as informational pickets) were stationed near the stores of offending merchants "notifying people of the facts."

The Knights of Labor during the 1880s and 1890s made extensive use of the boycott, preferring it to strikes.

The main shortcoming of the boycott during the late 19th Century was that too many firms were boycotted at one time. In 1889, for example, 196 firms were boycotted across the United States at one time.

When the boycotts were declared by Labor Unions against suppliers of basic necessities (like food and clothing), chances for success were high. But boycotts by unorganized workers usually fell short of their objectives.

Despite the problems of overuse that limited effectiveness of boycotts, U.S. manufacturers joined together in an Anti-Boycott Association and attempted to eliminate boycotts in the courts. Two cases during the first decade of the 1900s severely limited organized labor's ability to use the boycott.

The *Buck's Stove Company* of St. Louis was boycotted in 1907 by the AF of L for unfairness to its workers, members of several metal trades unions including the Molders and Polishers. A court injunction stopped the Union boycott and later resulted in "contempt" convictions against Samuel Gompers and other Union leaders.

The *Hatters of Danbury,* Connecticut, sought to organize the Loewe hat firm of that city, but the company refused to recognize the Union. Workers organized a boycott and it was going well. So the company went to court and charged the "restraint of trade" was a violation of the Sherman Anti-trust Act. The courts agreed and awarded the company treble damages — at the Union's expense.

Court decisions such as these virtually eliminated the boycott as a retaliatory tool of workers until passage of the Norris-LaGuardia Act of 1932, which limited ability of courts to issue injunctions against boycotts. *It was because of political action by Unions that workers could continue boycotts when needed.*

American workers have always sought to use their power as consumers to further their economic interests. It is only through the political process, however, that the freedom to boycott unfair employers has been protected.

Important events in American labor history

1836 The National Cooperative Association of Cordwainers, the first national labor union of a specific craft, was formed in New York City. There is no further record of this organization after 1837. Other trades which formed national organizations within the next few years were the printers, comb makers, carpenters, and hand-loom weavers.

1840 An Executive Order issued on March 31 by President Van Buren established a 10-hour day for Federal employees on public works without reduction in pay.

1842 In the case of *Commonwealth* v. *Hunt,* the Massachusetts Court held that labor unions, as such, were legal organizations, and that "a conspiracy must be a combination of two or more persons, by some concerted action, to accomplish some criminal or unlawful purpose, or to accomplish some purpose not in itself criminal or unlawful by criminal or unlawful means." The decision also denied that an attempt to establish a closed shop was unlawful or proof of an unlawful aim.

Massachusetts and Connecticut passed laws prohibiting children from working more than 10 hours a day.

1847 The first State law fixing 10 hours as a legal workday was passed in New Hampshire.

1848 Pennsylvania passed a State child labor law setting the minimum age for workers in commercial occupations at 12 years. In 1849, the minimum was raised to 13 years.

1852 The Typographical Union, the first national organization of workers to endure to the present day, was formed.

The first law limiting working hours of women to 10 hours a day was passed in Ohio.

1859 The Iron Molders' Union, the forerunner of the present Molders' and Allied Workers' Union, was organized in Philadelphia.

1862 The "Molly Maguires" a secret society of Irish miners in the anthracite fields, first came to public attention. The "Mollies" were charged with acts of terrorism against mine bosses. They went out of existence in 1876, when 14 of their leaders were imprisoned and 10 were executed.

1863 The present-day Brotherhood of Locomotive Engineers was founded.

Laws providing fines and imprisonment for strikers preventing other persons from working were passed in Illinois and Minnesota.

1866 The National Labor Union, a national association of unions, was organized. A federation of trades' assemblies rather than of national craft organizations, it included radical and reform groups. Drifting into social rather than trade union endeavors, it lost craftsmen's support and went out of existence in 1872.

1867 The Knights of St. Crispin was organized on March 7 to protect journeymen shoemakers against the competition of "green-hands" and apprentices in the operation of newly introduced machinery in the shoe industry. The last vestige of the order disappeared in 1878.

1868 The first Federal 8-hour-day law was passed by Congress. It applied to laborers, workmen, and mechanics employed by or on behalf of the United States Government.

The first State labor bureau was established in Massachusetts.

1869 The Noble Order of the Knights of Labor was organized in Philadelphia. It maintained extreme secrecy until 1878, then began organizing skilled and unskilled workers openly. By winning railroad strikes against the Gould lines, and advancing the program for the 8-hour day, the Knights of Labor gained many followers, claiming over 700,000 members in 1886. It declined rapidly thereafter with the emergence of the AFL.

1870 The first written contract between coal miners and operators was signed on July 29. It provided for a sliding scale of pay, based on the price of coal.

1873 The Brotherhood of Locomotive Firemen and Enginemen was organized.

1874 The Cigar Makers International Union made first use of the union label.

1878 The Greenback-Labor Party was organized by a fusion of the Greenback Party and Workingmen's Party.

1881 The Federation of Organized Trades and Labor Unions (FOTLU), which later became the American Federation of Labor, was organized in Pittsburgh in November with 107 delegates present. Leaders of 8 national unions attended, including Samuel Gompers, then president of the Cigar Makers' International Union.

The United Brotherhood of Carpenters and Joiners, later to become one of the largest AFL unions, was organized.

1882 The first Labor Day celebration was held in New York City in September.

1883 The Brotherhood of Railroad Trainmen was organized.

1884 A Bureau of Labor was established in the Department of Interior. It later became independent as a Department of Labor without Cabinet rank. It then was absorbed into a new Department of Commerce and Labor, which was created in 1903, where it remained until the present Department of Labor was established in 1913.

News from Canada

Canadian members to get an extra paid holiday

Members outside Quebec enjoyed an extra holiday on Jan. 2, as provided for in the collective agreement signed last year. Quebec members will get their additional paid holiday on the first Monday in August.

Vice-President John Platt said the delay in determining the date of the extra holiday was caused by a disagreement between the rail union and the companies. The unions wanted the day to be the third Monday in February, Heritage Day, which still has not been proclaimed a national holiday by the federal government.

The companies preferred Jan. 2 because business is slower at that time and the holiday doesn't cost them as much.

"We finally had to refer the matter to an outside arbitrator, Chief Judge Alan B. Gold," said Brother Platt, "and he did not bring down his decision until Dec. 17. He ruled in favour of the companies and awarded us Jan. 2 outside Quebec and the first Monday in August within Quebec."

The delay was regrettable, and may not have given our members enough time to make plans for the Jan. 2 day off. But in view of the failure to agree voluntarily with management, arbitration and the time it required were unavoidable.

Canadian National signal training program graduates from the Prairie Region shown here (left to right) are: In the front, T. M. Korobanik and R. G. Cripps, both of Winnipeg Centre Lodge 12. Standing (left to right) are: Roger E. McCaughan, grand lodge representative, BofRS; R. P. Kondrat and K. K. Barnes of local 12; K. R. MacDonald of Saskatchewan Lodge 203; A. H. Lee of local 12; and Anthony G. Cunningham, general chairman and general secretary-treasurer.

Important changes made in group life insurance

Several changes have been made in the Canadian General Committee group life insurance. Active members now are insured for $9,000 an increase from the $5,000 limit before. Retirees will have life insurance in the amount of $2,500. The changes were authorized by the Canadian General Committee. An information circular is being printed. The insurance will be handled by Great-West Life Assurance Co., which gave the Committee the best deal. Several other life insurance firms made offers to the Committee. The new insurance was effective March 1, 1980.

Report from Local 118 last meeting

Patrick E. O'Halloran, recording & financial secretary of Young Pioneers Lodge 118 reports on a recent meeting. Brother O'Halloran writes:

At our last meeting, Local Chairman W. Dufort gave a eulogy for our deceased former financial secretary A. Monat. Brother Andre had 35 years of service with the Canadian National. Also, he was our financial secretary for 19 years; a job he did quite competently, working quietly in the background, doing the necessary

Signalmen graduates are shown with CN signal officials. In the front row (left to right) are: H. Krahn, signal supervisor; Vernon A. McGregor, regional eng. signals; Brothers Korobanik and Cripps; and W. Garr Hindle, regional signal supervisor. Standing (left to right) are: L. A. Tataryn, instructor for CN; Brothers Kondrat, Barnes, MacDonald and Lee; R. E. McCaughan, general chairman; and R. C. Buffie, CN instructor.

For Canadian residents only:

Form ML-2 Rev. 10-79

Please let us know your present address? If the mailing label on this issue of The Signalman's Journal does not agree with your present address, please tell us by filling out the form below, pasting or taping the old label in the space provided and mail the entire coupon to:

Brotherhood of Railroad Signalmen
130 Slater St., Suite 505, Ottawa, Ont. K1P 5H6

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **Province** _____ **Zip** _____

Local Lodge No. _____ **Certificate No.** _____

Retired Member _____ **Non-Member** _____

work that keeps the local going.

Our pensioners' dance October 27 was a great success thanks to the efforts of W. Dufort, G. Houle and T. C. Collins. Brother Paquette with his charming wife were the guests of honour. General Secretary-Treasurer and Chairman Anthony Cunningham and Mrs. Cunningham represented the Candian general committee at the dance.

Because of illness, new pensioners G. Downit and R. Houle could not attend.

CN maintainer gets $1600 suggestion award

Ronnie Villani, signal maintainer at Canadian National's Taschereau yard, near Montreal, has been granted $1600 for finding a solution to the problem of frost buildup on contacts of switch circuit controllers.

Brother Villani, a member of Young Pioneers Lodge 118, tried different ideas, but the successful one is to coat the controller contacts with brake fluid.

On cold and sunny days during the winter season, frost would form on the contacts, preventing the switchtender from clearing his signals for incoming and outgoing trains at the yard and on the mainline between Dorval and Turcot.

CN lifts pass restrictions for life pass holders

Holders of Canadian National Life passes received a welcome Christmas present — the lifting of all restrictions on the use of their passes when travelling on Via Rail.

A letter from CN vice-president Keith Hunt stated that life pass holders will now be able to travel at any time on Via, and may make advance reservations for any type of accommodation that is available.

"All present card passes will shortly be replaced by embossed plastic travel cards, similar to most credit cards," said Mr. Hunt. "Life pass holders and their spouses will each receive a gold-coloured travel card that will include usage by dependent children."

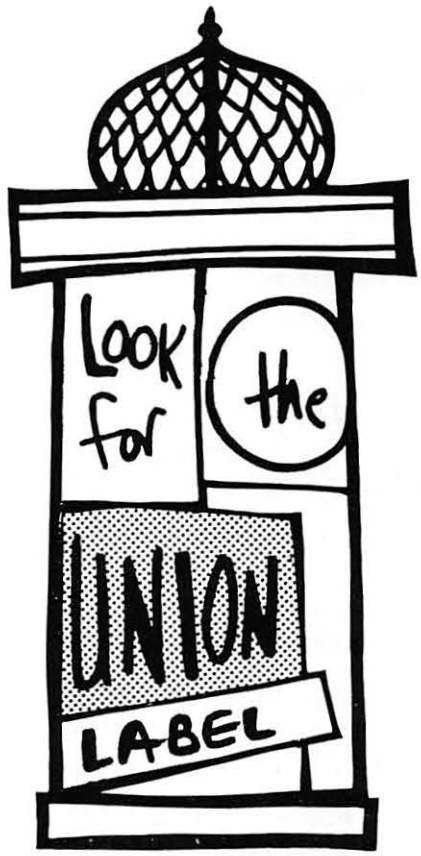
Restrictions on time and type of accommodation had been imposed after Via Rail took over all passenger train operations from CN and CP.

Canadian National graduates from Section II electronics training program are shown here. Front row (left to right) are: W. T. Vialoux, H. Hodgson, A. H. Nazar, and R. J. Brisebois. They are members of Winnipeg Centre Lodge 12. Second row: John E. Platt, BofRS vice president; D. W. Shewchun and A.C. Jamault of local 12; Stepaniuk, N. Toporowski and T. G. Sieber of Saskatchewan Lodge 203; and Roger E. McCaughan, general chairman, BofRS. Third row: D. W. Dunand, L. W. Highfield, A. G. Recksiedler, F. S. Dagelis, K. E. Norman, H. A. Huber and R. W. Scott. All are members of local 12 except Brother Dagelis, who is a member of local 203. Back row: I. N. Rosborough; R. C. Buffie, instructor for CN; L. A. Tataryn, CN instructor; M. Gollub and R. R. Rochon. Brothers Rosborough, Gollub and Rochon are members of local 12.

A pleasant job for President Bates (left) is presenting Brother Ross A. Pellow, assistant general chairman, Canadian general committee a plaque honoring him for his years of fine service to the Brotherhood. Before his retirement, Brother Pellow was local chairman for Algoma Lodge 189.

Receiving congratulations for many years of service to the Brotherhood in Canada is Dennis McManus (right) after getting a plaque from President R. Thomas Bates. The plaque is from the Canadian Executive Committee and honors Brother McManus for his many years as assistant general chairman and local chairman of Citadel Lodge 205.

Getting the Bates' handshake is John McCormick (right) Candian trustee who also received a plaque for his years of fine service to the Brotherhood. Brother McCormick is a local chairman for St. Charles Lodge 187.



Bates' Commentary

Someday, there will be public financing of campaigns for the U.S. House and Senate. Until there is, we live with an imperfect system in which money plays a crucial role.

Candidates have to campaign. To do it, they have to have sufficient money. It's as simple as that.

This is as true of candidates we support as it is of candidates supported by the employers, the trade associations and the union-hating right wing — which, among them, will have a $100 million-plus war-chest this year to help anti-worker, anti-union candidates.

Our candidates aren't going to win on virtue alone, or solely on the efforts our union political programs provide.

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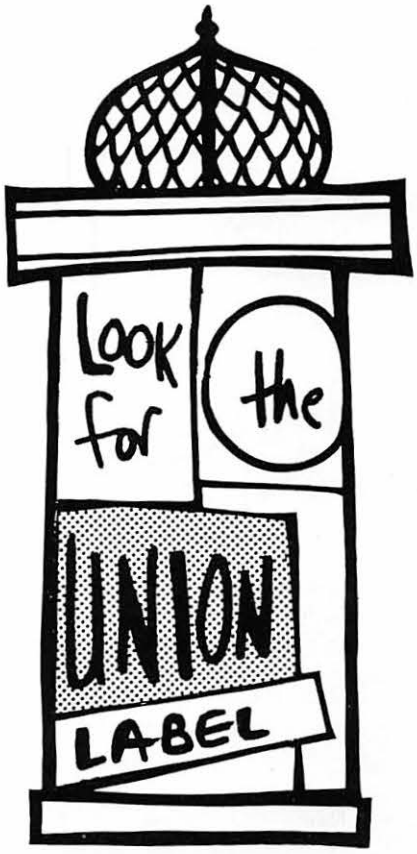
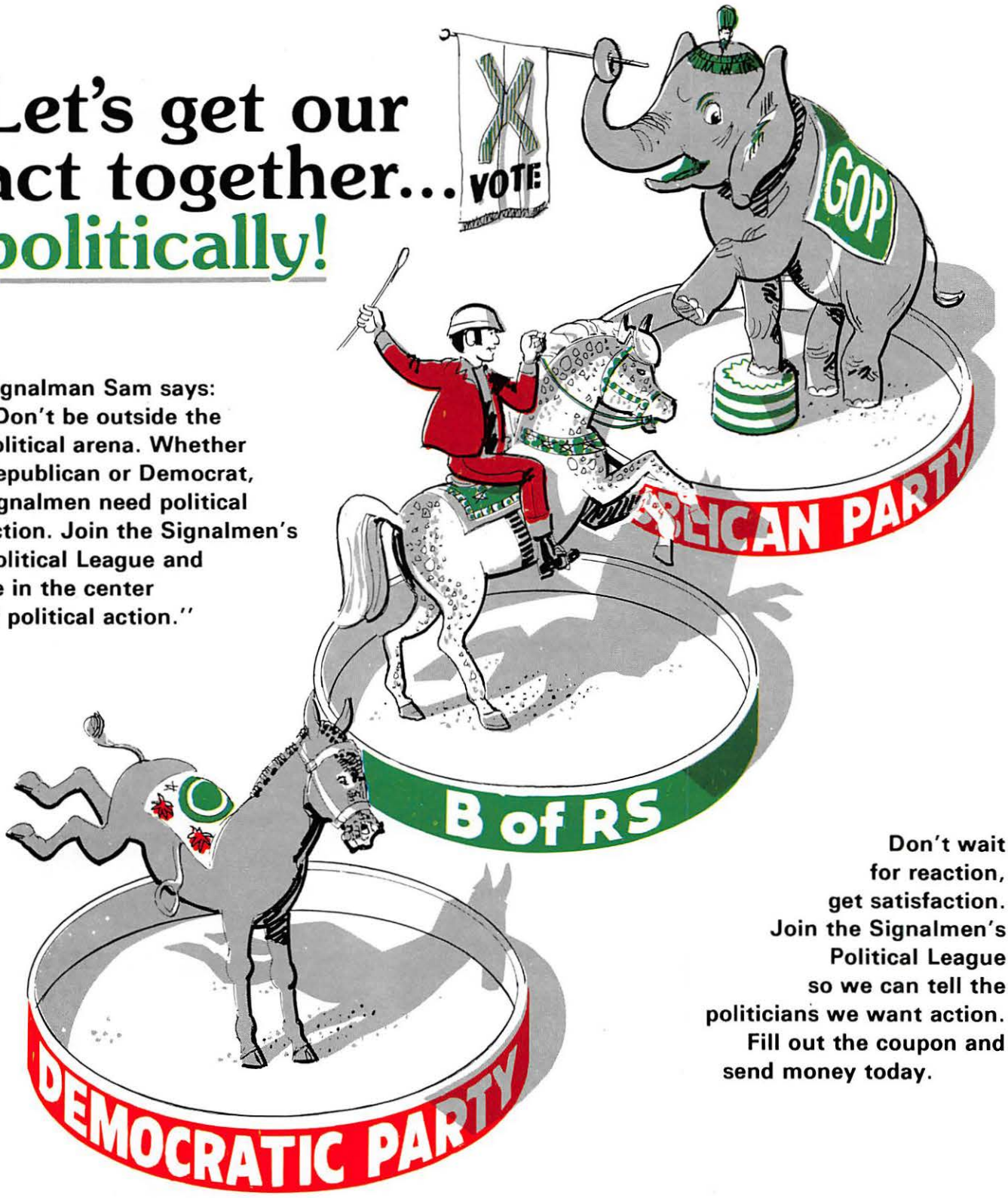


Let's get our act together... politically!



Signalman Sam says: "Don't be outside the political arena. Whether Republican or Democrat, signalmen need political action. Join the Signalmen's Political League and be in the center of political action."

Don't wait for reaction, get satisfaction. Join the Signalmen's Political League so we can tell the politicians we want action. Fill out the coupon and send money today.

To: W. D. Best, Treasurer, **Signalmen's Political League, 601 W. Golf Rd., Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

_____ **Active Member** _____ **Retired Member**

Name _____ **Certificate No.** _____

Address _____

City _____ **State** _____ **Zip Code** _____

A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission 1325 K Street, N.W., Washington, DC 20463.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, Il 60056.

Baltimore, MD 21202
Irving Schwartzman
5 Light St.,
Tel. (301) 685-2713
(Associated with -
Savage & Schwartzman, P.A.)

Baltimore, MD 21202
Norris W. Tingle
Charles Center South, Suite 310
Charles & Lombard Sts.
Tel. (301) 837-0215
(Associated with -
Arnold, Beauchemin & Tingle, P.A.)

Birmingham, AL 35203
C. M. Small, Jr.
800 First National-Southern Natural Bldg.
1900 Fifth Ave., North
Tel (205) 328-8141
(Associated with -
Rives, Peterson, Pettus,
Conway, Elliot & Small)

Chicago, IL 60602
Martin Henslee
30 N. LaSalle St.
Suite 2100
Tel. (312) 782-5925
(Associated with -
Henslee, Monek & Henslee)

Cleveland, OH 44114
Harold S. Stern
1700 Investment Plaza
1801 East 9th St.
Tel. (216) 781-1700
(Associated with -
Gaines, Stern, Schwarzwald
& Robiner Co. L.P.A.)

(Denver) Aurora, CO 80011
John J. Rossi
12203 East Second St.
Tel. (303) 366-3501
(Associated with -
Morrisard & Rossi)

(Houston) Bellaire, TX 77401
Norman A. Jones
5959 W. Loop South, Suite 666
Tel. (713) 668-0230
(Associated with -
Downman, Jones & Granger)

Indianapolis, IN 46204
Edward J. Erpelding
Indiana National Bank Tower,
Suite 1680
One Indiana Square
Tel. (317) 632-4437
(Associated with -
Erpelding & Zika)

Los Angeles, CA 90071
George E. Bodle
615 S. Flower St.
19th Floor
Tel. (213) 629-2311
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Bodle & Thomas)

Miami Beach, FL 33141
Lawrence V. Hastings
300 71st St.
City National Bank Bldg.
Suite 530
Tel. (305) 861-4971
(800) 327-4552
(Associated with -
Hastings & Goldman)

Minneapolis, MN 55402
Robert N. Stone
656 IDS Center
80 South Eighth St.
Tel. (612) 371-8900
(800) 328-8608
(Associated with -
Rerat Law Firm, P.A.)

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Arnold Elkind
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921
(Associated with -
Elkind & Lampson)

Oakland, CA 94612
Frederick L. Nelson
1212 Broadway
Tel. (415) 451-6732
(Associated with -
Hildebrand, McLeod
& Nelson, Inc.)

Philadelphia, PA 19110
Kenneth Syken
835 Land Title Building
Broad & Sansom Sts.
Tel. (215) 564-3700
(Associated with -
Richter, Syken & Ross, P.A.)

Pittsburgh, PA 15219
Paul Moses
711 Frick Building
Tel. (412) 471-3740
(Associated with -
Evans, Ivory & Evans)

Portland, OR 97204
Monte Bricker
1200 Wilcox Building
Tel. (503) 226-1151
(Associated with -
Reiter, Bricker, Zakovics
& Querin, P.C.)

Syracuse, NY 13202
J. Murray Dunn
707 State Tower Building
Tel. (315) 422-0303
(Associated with -
McElroy & Dunn)

Vicksburg, MS 39180
James B. Ramsey
1117 Grove St.
P. O. Box 1359
Tel. (601) 636-5561
(Associated with -
Ramsey, Bodron, Thames
& Robinson, P.A.)

Washington, DC 20036
W. G. Mahoney
1050 17th St., N.W.
Tel (202) 296-8500
(Associated with -
Highsaw, Mahoney & Friedman)

Wichita, KS 67201
Payne Ratner
444 North Market
P.O. Box 306
Tel. (316) 262-6423
(Associated with -
Ratner, Mattox, Ratner,
Barnes & Kinch, P.A.)

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UNDERCOVER JOB?

TWO WAYS 3M HELPS MAKE LONG-LASTING REPAIRS ON BURIED SIGNAL CABLE.

Cut down on high-cost cable replacement. Stop joining cables with patchwork materials. Now 3M Scotchcast® Signal and Control Cable Splicing Kits give you a sturdy, reliable method of repairing or joining signal and control cables.

Scotchcast Re-enterable Splicing Kits give you a compound-filled inline or T-tap splice that lets you get back into the splice if desired, and still reuse the tough PVC mold body and hardware. Only normal hand tools are needed to make these splices. When you're finished, the splices are ready for the toughest conditions. Each kit has all the materials needed to insulate and seal re-enterable splices, including the urethane insulating compound (Scotchcast 2114). Kits handle cable diameters from ¼" to 2½".

Scotchcast Inline Splicing Kits use permanent rigid body molds filled with a pliable polyurethane compound (Scotchcast 2104). Again, common hand tools will get the job done quickly. The splices are ready for direct burial as soon as the insulating compound cures. You can use this series for inline splices on cable diameters from ¼" to 3¼".

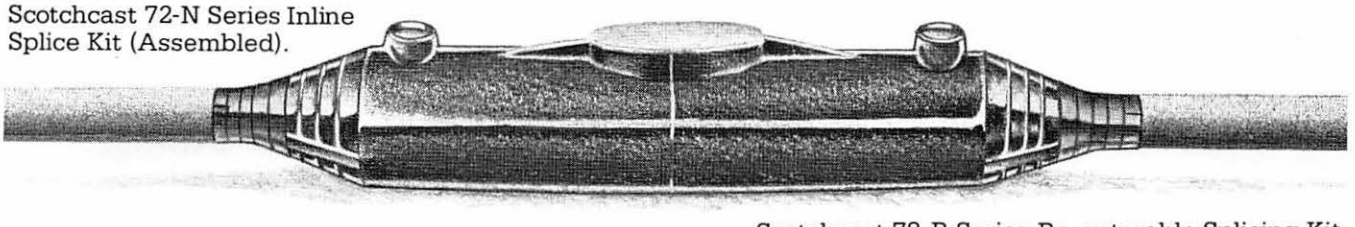
All splices are tough enough to withstand continuous operation at 90°C (with an emergency overload temperature of 130°C).

Both kit types can be used on shielded or non-shielded plastic or rubber jacketed cables with ratings up to 1000 volts. Whether re-enterable or permanent, you can fit Scotchcast to the application, from intersection signals to telemetry cable to crossing gate signal installations.

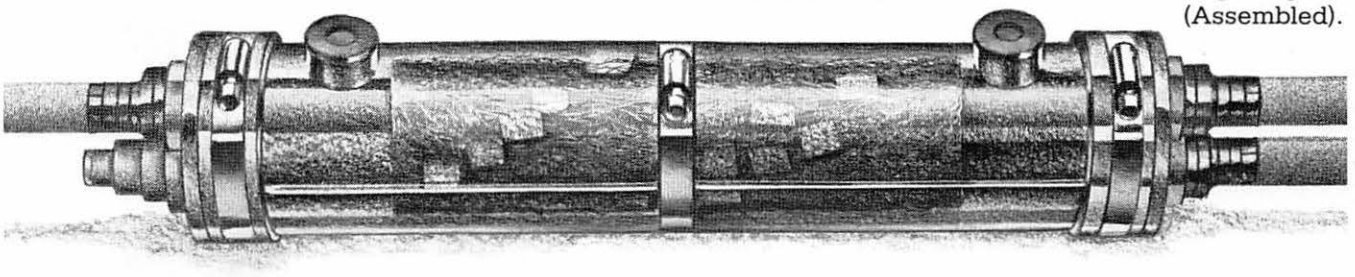
3M Scotchcast Splicing Kits will pay off in your next underground job. Check with your electrical distributor, or write for full information to:

Dept. EAO-16, Electro Products Division,
3M Center, St. Paul, MN 55101.

Scotchcast 72-N Series Inline Splice Kit (Assembled).



Scotchcast 78-R Series Re-enterable Splicing Kit (Assembled).



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GRS TYPES F4 and F5 CAR RETARDERS

For hump, group, and tangent point retarder control

VERSATILE - GRS Type F4 single-action retarders (driven in the close direction) and the Type F5 double-action retarders (driven in the close and open directions) can be used as hump and group retarders in low-volume classification yards. The Type F4 is ideal for spotting cars and skating in any size yard; retardation pressure is releasable - cuts can be pulled through the retarder without wheel screech. The Type F5 is especially suited as a hump, group or tangent point retarder in applications where fast retarder response time is required.

WEIGHT RESPONSIVE - inherently adjust retardation in proportion to car weight. Provide uniform speed reduction for all cars having the same wheel diameter and characteristics.

HYDRAULICALLY OPERATED - available with either a high- pressure, pump-driven, hydraulic system for handling any weight car, or with a low-pressure system for retarder prepositioning or when only light-weight car handling capability is required.

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For more information about GRS Type F retarders, as well as the complete line of GRS retarders, write for Catalog 71-1.

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